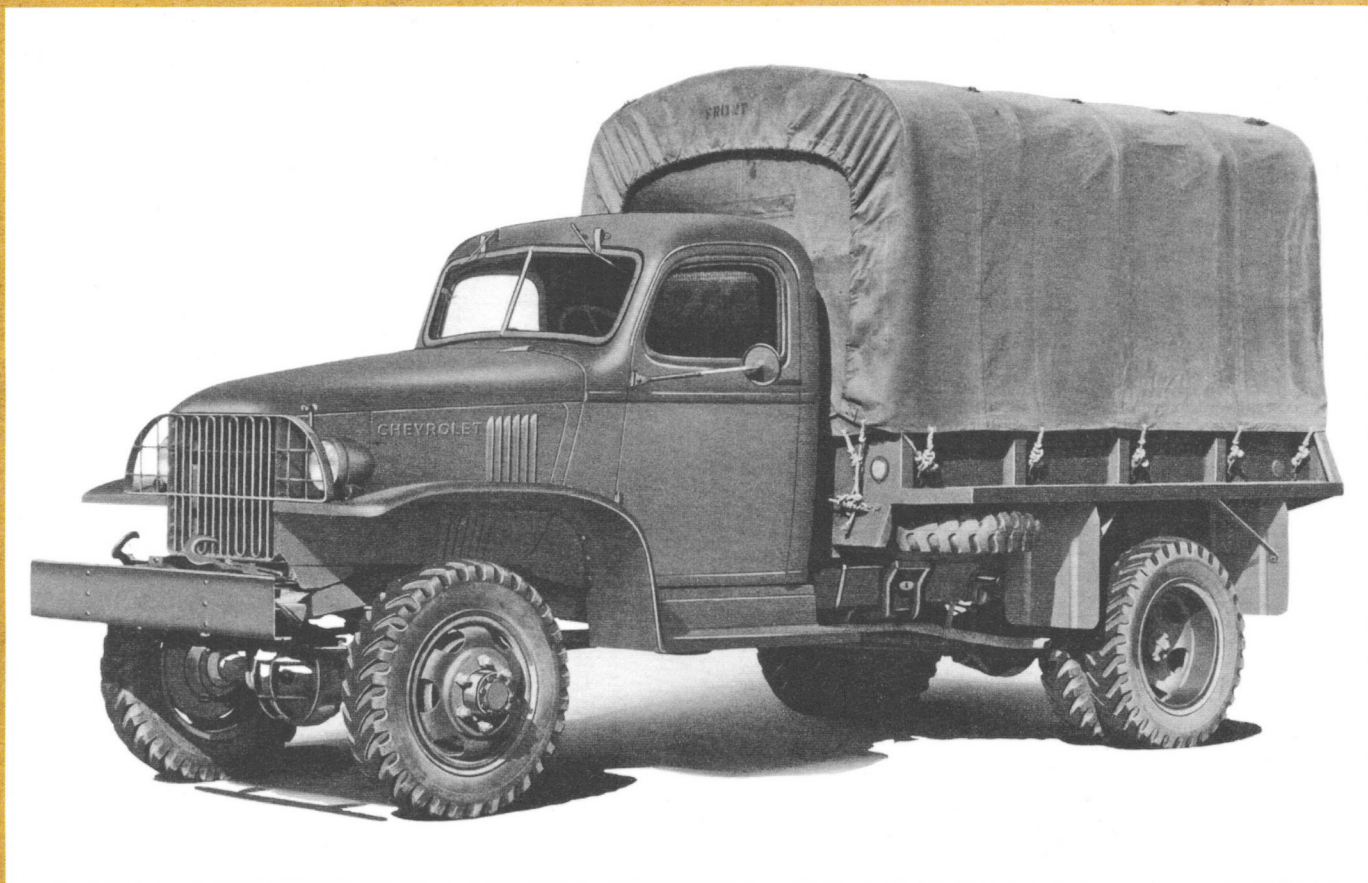


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U.S. WW II

CHEVROLET

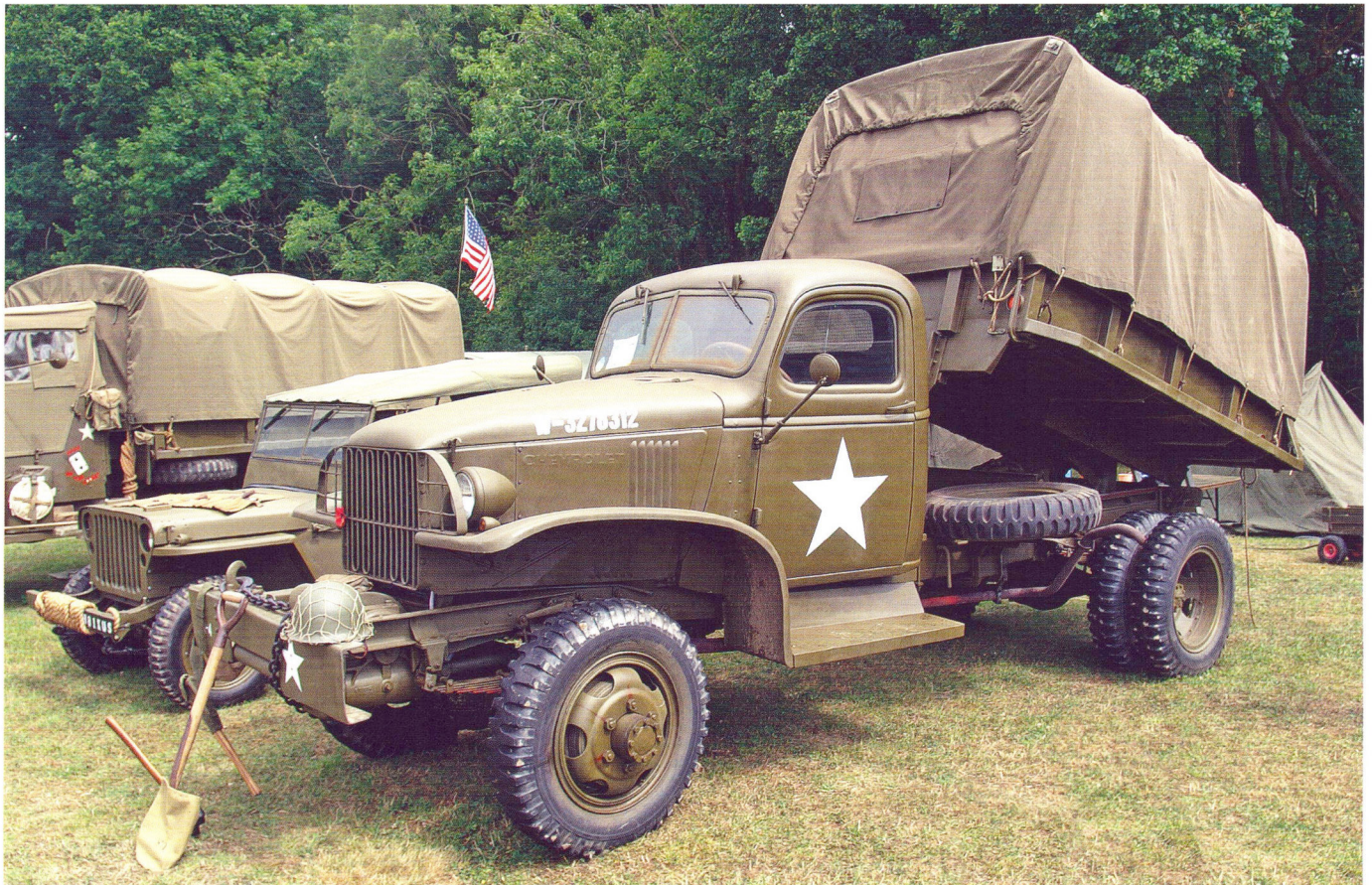
1 1/2-TON 4X4

**CARGO TRUCKS, M6 BOMB SERVICE TRUCK
& OTHER VARIANTS**

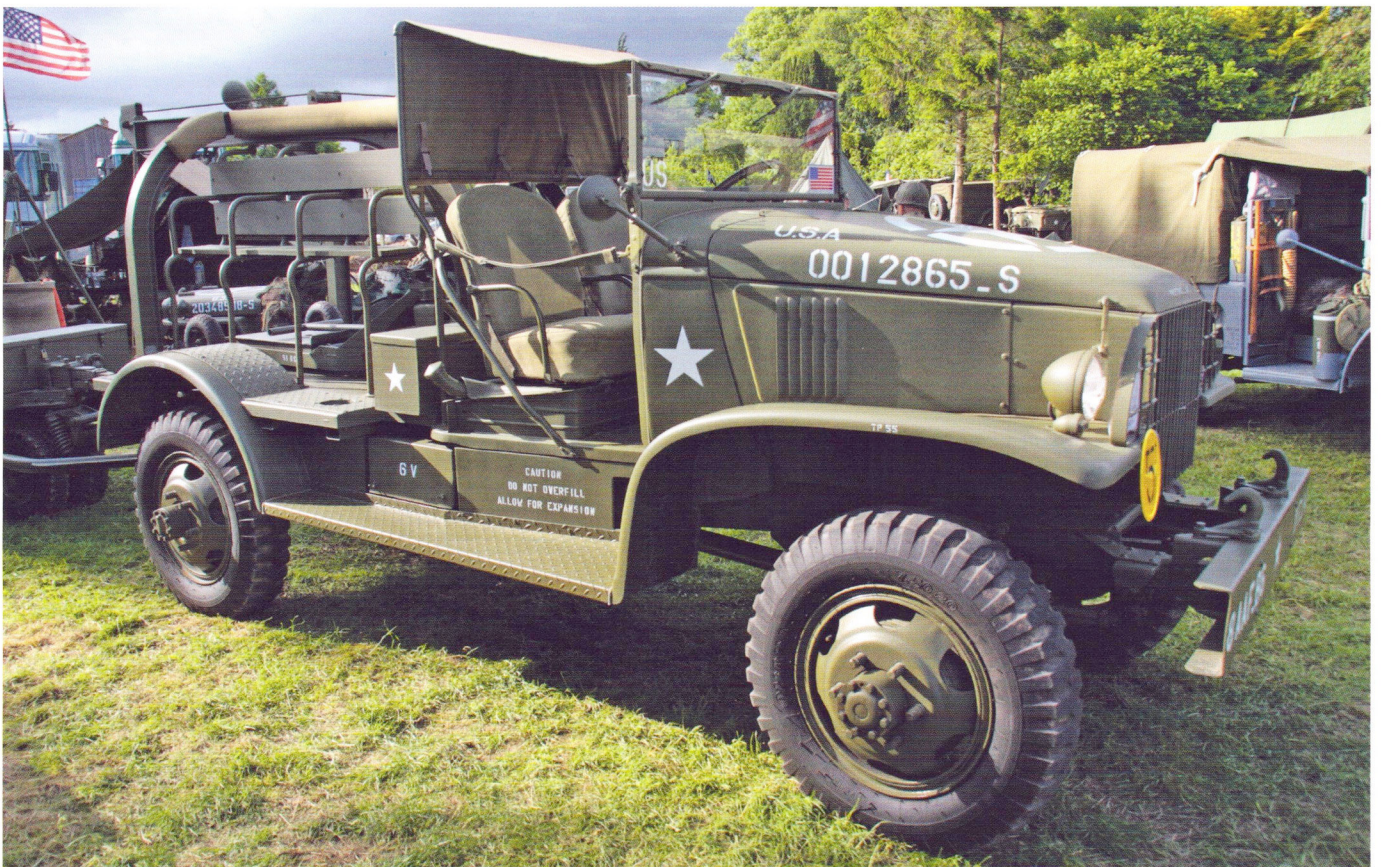
Comprehensive pictorial with technical description based on the original Technical Manuals - Complete English Text

**TANKOGRAD PUBLISHING
VERLAG JOCHEN VOLLERT**

Edited by
MICHAEL FRANZ



A Chevrolet G-4112/G-4162/G-7116 dump truck with Garwood or Heil 2U-512 winch at the Beltring War and Peace Show in 2009. The exact G-series model number depends on the year of manufacture. This dump truck is an earlier vehicle featuring the elaborate symmetrical radiator and headlight guard assembly. 14,141 Chevrolet 1 ½-ton 4x4 dump trucks were built from 1940 to 1943 of which 5,133 were equipped with a winch. (JV)



A Chevrolet G-7128 Bomb Service Truck M6 with attached Bomb Trailer M5 during D-Day celebrations in Normandy, France. The M6 was the only Chevrolet 1 ½-ton 4x4 truck to be delivered with an open cab. This vehicles features the later asymmetrical radiator and headlight guard assembly with blackout driving light as well as the engine-hood side-panel without the stamped Chevrolet logo that presumably was deleted about early 1943 in accordance with an U.S. Army regulation. From 1940 to February 1944 Chevrolet built 7,868 Bomb Service Trucks M6. (MvH)

Tankograd - Technical Manual Series N° 6038

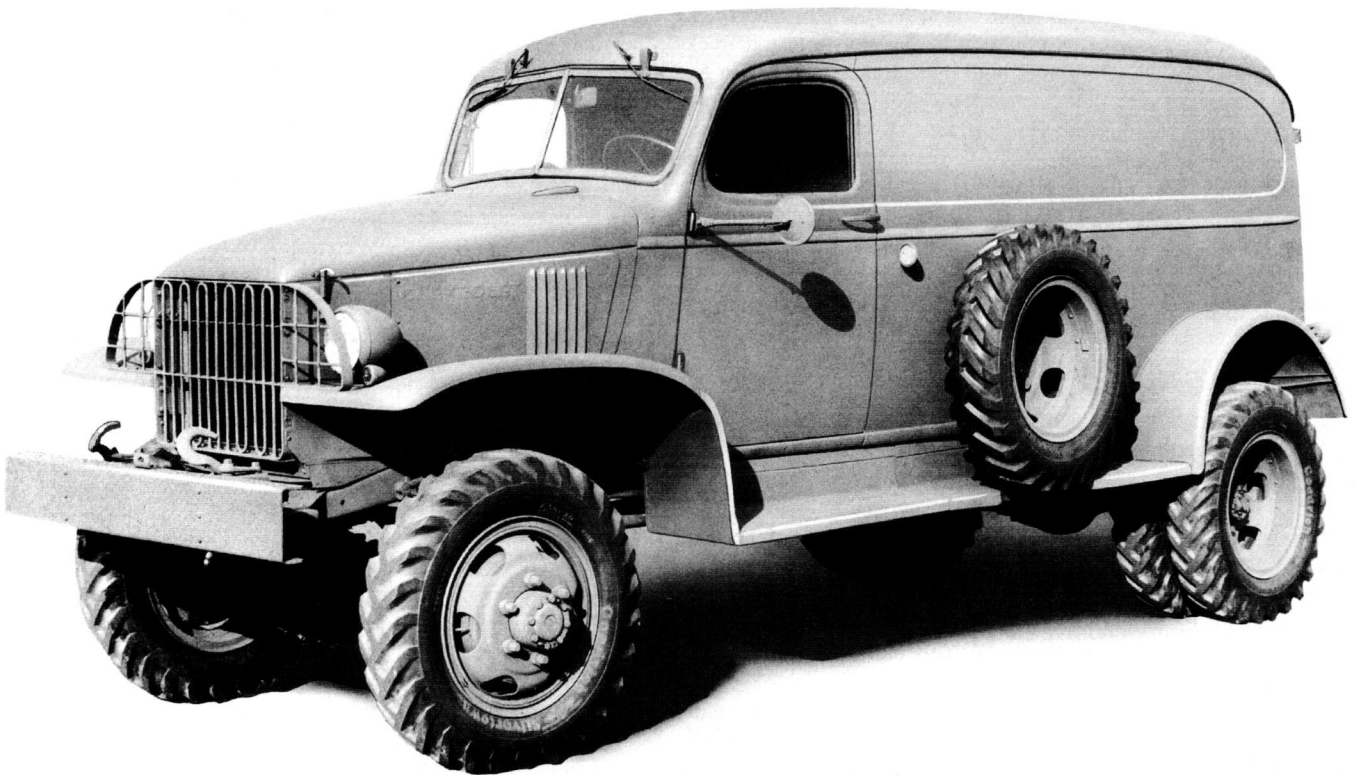
U.S. WW II

CHEVROLET

1 1/2-TON 4X4

CARGO TRUCKS, M6 BOMB SERVICE TRUCK

& OTHER VARIANTS



Edited by
Michael Franz

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History and Development

The Chevrolet Motor Car Company of Detroit, Michigan was founded in November 1911 by Louis Chevrolet and William C. Durant, ousted founder of General Motors. In 1918 Durant was able to regain control over General Motors and the Chevrolet Motor Car Company was absorbed into GM as a separate division. In 1933 Chevrolet was renamed Chevrolet Motor Division, General Motors Corporation. In the early years Chevrolet mainly built passenger cars but also some commercial light trucks and pickups.

In the mid- to late 1920s Chevrolet started to supply the U.S. Army with 1/2-ton, 3/4-ton and 1-ton 4x2 light trucks, from 1931 on also in the 1 1/2-ton 4x2 range. These were commercial models, slightly militarized to suit the U.S. Army's needs.

In 1939 the U.S. Army Quartermaster Corps standardized five weight classes (1/2-ton, 1 1/2-ton, 2 1/2-ton, 4-ton and 7 1/2-ton), comprising 4x2, 4x4, 6x4 and 6x6 configurations. The 1/4-ton was introduced in 1940, the 3/4-ton replaced the 1/2-ton, and the 4- to 5-ton, 5- to 6-ton and 6-ton chassis were added to fill the gap between the 4-ton and the 7 1/2-ton classes. Though military trucks for the U.S. Army in the 1 1/2-ton 4x4 class between 1939 and 1945 were also made by a few other companies, the vast majority was manufactured by Chevrolet.

Production of the first Chevrolet 1 1/2-ton 4x4 trucks started in August 1940 with cargo and dump trucks with and without winch, panel trucks and the Bomb Service Truck M6. Of these models only the cargo trucks kept rolling off the assembly lines until the end of production in August 1945, as these were the main models to be used for International Aid requirements and delivered to allied nations through Lend-Lease. While some models with their special bodies which were tailor-made to fulfil assigned tasks like the telephone maintenance and earth borer trucks or the Bomb Service Truck M6 are relatively often featured on period photos, the more common models like cargo and dump trucks actually are seldom seen on official Signal Corps photos or private soldier snapshots. As 40 % of the Chevrolet 1 1/2-ton 4x4 cargo trucks and most dump trucks served with the U.S. Armed Forces it is hard to understand why these Chevrolet models lived in the shadows of the omnipresent GMC CCKW 2 1/2-ton 6x6 trucks.

Many Chevrolet cargo and dump trucks were used by the U.S. Army Corps of Engineers, assigned to the construction of the Alcan (Alaska) Highway in Canada and Alaska and the Ledo-Burma Road, connecting India with China, or assigned to bridge erection units to transport ponton bridge components. Models like the cargo trucks and the panel truck (including the K-51 radio truck) were also delivered to the U.S. Army Air Forces, the U.S. Marine Corps and the U.S. Navy. Some models like the E5 turret trainer truck, the fire and airfield crash trucks and the field lighting trucks were exclusively built for the U.S.A.A.F. and/or the U.S. Navy.

The K-51 radio truck with its Radio Set SCR-299 was replaced in early 1943 by a GMC CCKW-353 with Shelter HO-17-A, housing the Radio Set SCR-399, and the Bomb Service Truck M6 was replaced in 1944 by the Bomb Service Truck M27, also built on the chassis of the GMC CCKW-353.

In TM 9-2800-1 of February 1953 the Chevrolet cargo trucks and tractor trucks were still classified as Standard, while the dump trucks and the Bomb Service Truck M6 were classified as Substitute Standard.

The Chevrolet 1 1/2-ton 4x4 series trucks were earmarked for Lend-Lease shipments, and most were shipped to the Soviet Union. The second largest recipient was Great Britain, followed by Brazil and other Latin American countries. The Lend-Lease statistics do not list vehicles by make, only by type and weight class. All in all 67,310 1 1/2-ton 4x4 trucks were delivered through Lend-Lease, most of them being Chevrolet 1 1/2-ton 4x4 trucks. This figure also includes a small unspecified number of Dodge T-203 series cargo and dump trucks delivered to Great Britain but the majority of the 66,340 cargo trucks

with and without winch and 669 dump trucks with and without winch were Chevys. The 20 chassis trucks, 180 panel trucks, 49 tractor trucks and 52 long-wheelbase cargo trucks presumably were built by Chevrolet exclusively.

The peak time of Lend-Lease deliveries to the Soviet Union was in 1943 and 1944, especially after the port facilities and major transport routes in Iran had been improved and finished to handle supply convoys in large scale through the so-called Persian Corridor in early 1943. Because the Soviet Union as the main recipient of Chevrolet 1 1/2-ton 4x4 trucks rejected open cabs due to the climatic conditions in winter and insisted on closed cabs, all models except for the M6 Bomb Service Truck were manufactured with a closed cab. Due to this circumstance technical and design changes were few. The only major change was the construction of the cargo body as on most other U.S. Army cargo trucks in the different weight classes. A wood body replaced the initial steel cargo body about September 1942, and a composite steel/wood cargo body was introduced in February 1944.

This publication does not strictly divide the production run of the Chevrolet 1 1/2-ton 4x4 trucks into early, mid- or late production vehicles as such categories are hard to determine and would only be applicable to models produced from 1940 to 1945. Earlier vehicles have a rather elaborate radiator guard assembly with integral headlight guards, the Chevrolet logo stamped into the engine-hood side-panels, a narrow fuel-tank filler-neck with an opening of 1 7/8 in. (48 mm) diameter and (on cargo trucks) a steel cargo body. Later vehicles have a simplified radiator guard assembly, a wider fuel-tank filler-neck with an opening of 3 9/16 in. (90 mm) diameter, no Chevrolet logo on the engine-hood side-panels and (on cargo trucks) a wood or a composite steel/wood cargo body. As the later features were not introduced at the same time or the exact date or truck serial number of incorporation in production is not known, a more detailed categorization does not make sense.

Differences Between Models

The Chevrolet 1 1/2-ton 4x4 truck series comprises of twelve major models which are listed separately in the Summary Report of Acceptances of the Ordnance Department, this being

- ° G-7103 chassis truck with cab (145 in. wheelbase)
- ° G-7113 tractor truck (145 in. wb)
- ° G-7105 panel delivery van/truck incl. K-51 radio truck (145 in. wb)
- ° G-7107 cargo truck without winch (145 in. wb)
- ° G-7117 cargo truck with winch (145 in. wb)
- ° G-7106 dump truck without winch (145 in. wb)
- ° G-7116 dump truck with winch (145 in. wb)
- ° G-7163 telephone earth borer truck K-44 (145 in. wb)
- ° G-7173 telephone maintenance and construction truck K-42/K-43 (145 in. wb)
- ° G-7128 Bomb Service Truck M6 (125 in. wb)
- ° G-7127 long-wheelbase cargo truck (175 in. wb)
- ° G-7123 C.O.E. combination stake & platform truck (175 in. wb)

and a number of special vehicles built on chassis trucks,

- ° E5 turret trainer truck (145 in. wb)
- ° G-7143 J-3/J-4 field lighting truck (145 in. wb)
- ° G-7143 J-5 field lighting truck (145 in. wb)
- ° G-7133 class 110 airfield crash truck (145 in. wb)
- ° class 135, 325, 525, 300 fire trucks (145 in. wb)
- ° G-7153 C.O.E. fire truck (175 in. wb)

The aforementioned G-7100-series model numbers by Chevrolet are the more common numbers used today as they were assigned in 1942 and remained unchanged until the end of production in August 1945.



To make things not too easy for present-day collectors, Chevrolet used different model numbers in the years before. Regarding the 1 1/2-ton 4x4 cargo trucks, Chevrolet assigned two model numbers to cargo trucks without winch, G-4112 for the trucks built in 1940 and 1941 and G-7107 for the trucks built in 1942 and after, and three model numbers to cargo trucks with winch, G-4112 and G-4163 for trucks built in 1940 and 1941 and G-7117 for trucks built in 1942 and after. The use of the G-4112 model number in 1941 is also difficult to understand as G-4112 was assigned in 1941 to nearly the complete series, comprising about a dozen models.

In addition to this Chevrolet used master parts symbols for their military trucks, for the cargo trucks this being NJ, YJ, NM, YM, ZM, and ZQ, depending on the year of production, and it is not even 100 % clear whether the years given in the tables of the master parts lists and the final ORD 9 parts list from June 1945 actually are calendar years or relate to Chevrolet's production years (August to July), at least the truck serial numbers relate to the production year. The truck serial numbers had series prefixes like YP or YQ, indicating a 145 in. or a 175 in. wheelbase.

Description

The Chevrolet 1 1/2-ton 4x4 trucks with two driving axles are produced in three wheelbases, a short wheelbase of 125 in. (318 cm), a long wheelbase of 175 in. (445 cm) and a standard wheelbase of 145 in. (368 cm). The short wheelbase was only used on the M6 Bomb Service Truck, the long wheelbase was used on the G-7127 cargo truck and the G-7123 C.O.E. (cab-over-engine) stake and platform truck, and the standard wheelbase of 145 in. was used on all other models. The 4x4 trucks are capable of operations over unimproved roads and cross-country at gross weight and with towed load. Power is supplied by a Chevrolet BV-1001 up 6-cylinder gasoline engine. The clutch is of the single dry-plate type, attached directly to the flywheel. The transmission has four speeds forward and one reverse. The transmis-

sion assembly is bolted to the clutch housing thus becoming a part of the power plant assembly. A two-speed transfer case permits drive by rear axles, or front and rear axles when necessary, and three propeller shafts transmit the engine power to the transfer case and the two driving axles which are of the banjo type. Rear axles are dual-wheeled except on the bomb service truck. A single power take-off mounted on the left side of the transmission operates the 10,000 lbs. front-mounted winch on vehicles so equipped or the dump hoist on the dump trucks, a dual power take-off is provided on winch-equipped dump trucks. The 10,000 lbs. center-mounted winch on telephone construction pole-setter or earth-borer trucks is driven through a frame-mounted power take-off. Service brakes are of the hydraulic type, assisted by a vacuum power cylinder (booster). Tractor truck and bomb service truck are equipped with trailer brake controls to operate the electric brakes of a semitrailer or a bomb trailer. A band-type hand brake is mounted at rear of transfer case.

The two-man cab is a conventional closed cab of commercial origin (though of a different design on the C.O.E. trucks), only the bomb service trucks are fitted with an open cab with canvas top and bucket seats. One spare wheel is carried except on bomb service trucks. A pintle hook is provided at the frame rear crossmember to tow a trailer or an artillery piece except on the tractor truck.

Major Production Changes

Exact dates given are dates of release for production, not for implementation in production.

Chevrolet 1 1/2-ton 4x4 trucks (except M6 Bomb Service Truck)

- ° Open cabs were not furnished principally for the reason that it was not desired for International Aid requirements and it was the preference of the using foreign government (the Soviet Union) that closed cabs were provided.
- ° Introduction of the wood cargo body about September 1942.

Chevrolet 1 1/2-ton 4x4 Trucks, Production Figures 1940 - 1945

Acceptances by U.S. Army	1940	1941	1942	1943	1944	1945	Total
Truck, 1 1/2-ton, 4x4, Cargo w/o Winch	3,245	7,887	23,762	18,863	26,252	6,862	86,871
Cargo w/ Winch	138	12,154	6,325	1,955	4,098	1,536	26,206
	3,383	20,041	30,087	20,818	30,350	8,398	113,077
Truck, 1 1/2-ton, 4x4, Chassis w/o Winch	0	189	1,574	893	1,562	607	4,825
Truck, 1 1/2-ton, 4x4, Tractor	0	137	1,379	1,226	193	0	2,935
Truck, 1 1/2-ton, 4x4, Dump w/o Winch	629	2,955	3,864	1,560	0	0	9,008
Dump w/ Winch	41	1,128	3,929	35	0	0	5,133
	670	4,083	7,793	1,595	0	0	14,141
Truck, 1 1/2-ton, 4x4, Panel Delivery	22	339	2,821	476	0	0	3,658
Truck, 1 1/2-ton, 4x4, Telephone Maintenance	0	182	244	1,967	1,337	499	4,229
Truck, 1 1/2-ton, 4x4, Telephone Earth Borer	0	81	154	312	574	538	1,659
Truck, 1 1/2-ton, 4x4, Bomb Service M6	144	491	1,209	5,053	971	0	7,868
Truck, 1 1/2-ton, 4x4, Cargo (15 ft. Body)	0	323	60	0	0	0	383
Truck, 1 1/2-ton, 4x4, Stake and Platform (C.O.E.)	0	96	267	235	0	0	598
Grand Total	4,219	25,962	45,588	32,575	34,987	10,042	153,373
Remanufacturing: Cargo w/o Winch						942	942
Cargo w/ Winch						532	532



- Approval was given on May 7, 1943 to provide redesigned front and rear brake drums, hubs, wheel studs etc. to facilitate removal of brake drums.
- Introduction of the bolted composite steel/wood cargo body in February 1944.
- Release of lifting and towing shackles at front, and lifting shackles at rear on December 5, 1944 to facilitate lifting aboard a ship by with slings.
- The dump truck, not produced since 1943, was released for production in 1945 to meet a requirement of the Russian government for a limited quantity. As the Lend-Lease statistics do not mention such deliveries, and Lend-Lease deliveries to the Soviet Union were stopped on May 8, 1945, these vehicles apparently never were manufactured and shipped.

M6 Bomb Service Truck

- Winterization equipment was recommended for standardization on April 1, 1943 and approved on May 6, 1943.
- Development of modifications necessary to adapt the vehicle for airplane transportation were initiated on March 16, 1944. These modifications consisted of removing the body, cutting the frame in half, providing necessary splicing facilities and the furnishing of a dolly used to load the forward part of the truck into the airplane.
- Provisions for a cross-country kit to be installed in the field were recommended on June 1, 1944 to increase the mobility of the vehicles under adverse terrain conditions. This kit presumably consisted of larger tires, new rims, new hubs or hub spacers etc., but there is no evidence that such a conversion kit actually was produced and released for installation in the field.
- The Braden-type hand winches (bomb handling hoists) used when production facilities of the original Beebe winch became inadequate were found to be defective and were replaced by either the Beebe winch or the Holan winch manufactured by the American Coach & Body Co. A field-service modification work order was initiated on May 1943 to accomplish the change in the field. At the same time action was taken to furnish the Holan winch in production.
- Originally the vehicle was furnished without a spare wheel. On July 1943 the Chevrolet Motor Division was requested to incorporate the spare wheel assembly and suitable carrier. This

change was released for production in 1943.

- Most of the changes made on the various models of the Truck, 1 1/2-ton 4x4 were also applied to the Bomb Service Truck M6, insofar as they were applicable.
- As a result of requests from the field, and as directed on July 19, 1945, a kit was engineered to provide for installation of a front-mounted winch in the field. This modification however was not released for production due to cessation of hostilities.

U.S. Army Registration Numbers 1942 - 1945 (excerpts)

G-7103: e. g. 6061126 - 6062233, 6092653 - 6092965, 6044503 - 6044701
G-7113: e. g. 337946 - 338034, 347708 - 347740, 3105655 - 3106796
G-7105 incl. K-51: e. g. 328401 - 328442, 337301 - 337446, 3106797 - 3107021, 370051 - 370730
G-7107: e. g. 320560 - 324604, 328951 - 330839, 345641 - 347272, 347741 - 348740, 371746 - 388799, 3399524 - 3410335
G-7117: e. g. 325074 - 326802, 326803 - 327057, 332066 - 335851, 339995 - 342977, 360902 - 362126, 3410336 - 3412279
G-7106: e. g. 327058 - 328025, 330966 - 331555, 335887 - 337270, 349460 - 349709, 398928 - 399999, 3121234 - 3123173
G-7116: e. g. 328026 - 328309, 337447 - 337945, 362127 - 362626, 3101884 - 3103416, 3103814 - 3105513
G-4112 earth borer K-44: 002853, 003035 - 003114
G-7163 earth borer K-44: e. g. 007394 - 007518, 007958 - 007986, 0016592 - 0016794, 0032262 - 0032580, 0080856 - 0081142
G-4112 telephone maintenance w/o winch K-42: 002968 - 003034
G-4112 telephone maintenance w/ winch K-43: 002854 - 002967
G-7173 telephone maintenance w/ winch K-43: e. g. 007213 - 007393 0033188 - 0035613
G-7128 (M6): e. g. 004373 - 004863, 006070 - 006185, 007987 - 008421, 0012010 - 0012555, 0022800 - 0024500, 0061361 - 0063484
G-7127: e. g. 328310 - 328400, 331556 - 331683, 352934 - 352973
G-7123: e. g. 343779 - 343838, 3114446 - 3114802
G-7133: 50702 - 50731, 501304 - 501429
G-7143 J-3/J-4/J-5 field lighting: W-605505 (1941, J-3 or J-4), W-609058 - W-609199 (1942)

Chart I
Model Symbols of Vehicles Covered by This List

SYMBOL PREFIX			
	N	Y	Z
	1942-3	1941	1941
A	....	TEL. W/WINCH	....
B	....	TEL. LESS WINCH	....
C	....	TEL. W/WINCH AND EARTH BORER	....
E	CHASSIS W/CAB	....	CHASSIS W/CAB
F	FIELD LIGHTING	....	....
G	PANEL	PANEL	PANEL
H	DUMP	DUMP	DUMP
J	CARGO	CARGO	....
K	TRACTOR	TRACTOR	TRACTOR
L	DUMP W/WINCH	DUMP W/WINCH	DUMP W/WINCH
M	CARGO W/WINCH	CARGO W/WINCH	CARGO W/WINCH
N	C.O.E. STAKE	C.O.E. STAKE	....
P	LONG CARGO	....	....
Q	BOMB SERVICE	LONG CARGO	LONG CARGO
R	TEL. W/WINCH AND EARTH BORER	....	....
S	TEL. W/WINCH	....	....
X	C.O.E. FIRE TRUCK	....	....
Z	CRASH TRUCK	AIR SERVICE	....

A table from parts list ORD 7 SNL G-85/G-506 from April 1948 listing the model symbols for the master parts lists TM 10-1475 and G-654 and the ORD 9 SNL G-85/G-506. This is the least complicated version of several similar tables published in the various parts lists.

Examples: NH is a 1942-43 dump truck. YJ is a 1941 cargo truck. ZQ is a 1941 long cargo truck.



Chevrolet 1 1/2-ton 4x4 Trucks - Technical Data

General Data

Length

G-7103 chassis truck, G-7113 tractor truck	206 in. / 523 cm
G-7105 panel van	221 3/16 in. / 562 cm
G-7107 cargo w/o winch	224 in. / 569 cm
G-7117 cargo w/ winch	231 in. / 587 cm
G-7106 dump w/o winch	223 1/2 in. / 568 cm
G-7116 dump w/ winch	230 1/2 in. / 586 cm
G-7163 earth borer	212 in. / 539 cm
G-7173 telephone maintenance	227 1/2 in. / 578 cm
G-7128 bomb service (M6)	221 in. / 561 cm
G-7127 long cargo	295 1/2 in. / 751 cm
G-7123 C.O.E. stake & platform	286 in. / 726 cm

Width

G-7103, G-7113	85 3/4 in. / 218 cm
G-7105	86 11/16 in. / 220 cm
G-7107, G-7117, G-7106, G-7116, G-7127	86 in. / 219 cm
G-7163, G-7173	90 in. / 229 cm
G-7128 (M6)	72 in. / 183 cm
G-7123	96 in. / 244 cm approx.

Height

G-7103, G-7113	87 in. / 221 cm
G-7105	90 7/8 in. / 231 cm
G-7107, G-7117, G-7127	106 1/2 in. / 271 cm
G-7106, G-7116	108 in. / 274 cm
G-7163, G-7173	104 in. / 264 cm
G-7128 (M6)	91 1/2 in. / 232 cm
G-7123	99 in. / 252 cm

Inside dimensions of cargo body

G-7107, G-7117	70 x 108 in. / 178 x 274 cm
G-7106, G-7116	66 x 108 in. / 168 x 274 cm
G-7127	70 x 180 in. / 178 x 457 cm
G-7123	89 1/2 x 192 7/8 in. / 227 x 490 cm

Wheel base

all models exc. G-7128, G-7127, G-7123	145 in. / 368 cm
G-7128 (M6)	125 in. / 318 cm
G-7127, G-7123	175 in. / 445 cm

Track front

60 1/2 in. / 154 cm

Track rear

all models except G-7128	67 1/2 in. / 172 cm
G-7128 (M6)	57 1/4 in. / 145 cm

Tire size

7.50 x 20, 8 ply

Weight net

G-7103	5 870 lbs. / 2 665 kg
G-7113	6 065 lbs. / 2 754 kg
G-7105	6 760 lbs. / 3 069 kg
G-7107	7 545 lbs. / 3 425 kg
G-7117	8 215 lbs. / 3 730 kg
G-7106	8 365 lbs. / 3 798 kg
G-7116	9 010 lbs. / 4 091 kg
G-7163	12 180 lbs. / 5 530 kg
G-7173	10 215 lbs. / 4 638 kg
G-7128 (M6)	6 325 lbs. / 2 872 kg
G-7127	8 115 lbs. / 3 684 kg
G-7123	8 315 lbs. / 3 775 kg

Weight loaded

G-7103	5 870 lbs. / 2 665 kg
G-7113	10 865 lbs. / 4 933 kg
G-7105	9 760 lbs. / 4 431 kg
G-7107	10 545 lbs. / 4 787 kg
G-7117	11 215 lbs. / 5 092 kg
G-7106	11 365 lbs. / 5 160 kg
G-7116	12 010 lbs. / 5 453 kg
G-7163	12 500 lbs. / 5 675 kg
G-7173	11 550 lbs. / 5 244 kg
G-7128 (M6)	8 325 lbs. / 3 780 kg
G-7127	11 115 lbs. / 5 046 kg
G-7123	11 315 lbs. / 5 137 kg

Payload

cargo, dump and panel trucks	3 000 lbs. / 1 362 kg
later increased to	3 350 lbs. / 1 521 kg
G-7128 (M6)	2 000 lbs. / 908 kg
Maximum towed load	
all models except G-7128, G-7113	4 000 lbs. / 1 816 kg
G-7128 (M6)	8 000 lbs. / 3 632 kg
G-7113 (incl. payload on fifth wheel)	16 500 lbs. / 7 491 kg

Ground clearance	10 in. / 25 cm
Top speed	48 mph / 77 km/h

Fuel capacity	
all models exc.	30 gal. / 114 l
G-7163, G-7173	35 gal. / 133 l
G-7128 (M6) incl. auxiliary fuel tank	48 gal. / 182 l

Turning radius	
all models exc. G-7128, G-7127, G-7123	354 in. / 899 cm
G-7128 (M6)	312 in. / 793 cm
G-7127, G-7123	372 in. / 945 cm

Maximum gradability	65 %
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Angle of approach	
all models exc. G-7117, G-7116, G-7123	45°
G-7117, G-7116	39°
G-7123	41°

Angle of departure	
all models exc. G-7128, G-7127, G-7123	30°
G-7128 (M6)	38°
G-7127	16°
G-7123	29°

Fording depth	32 in. / 81 cm
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Engine

Chevrolet BV-1001 up 6-cylinder valve-in-head, water-cooled, 4-cycle gasoline engine	
Brake horsepower	
net / gross	83 / 93 hp
Displacement	235.5 cu in. / 3,9 l

Electrical system	6 V
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Brakes	vacuum hydraulic
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Winches

Front-mounted winch	Garwood or Heil 2U-512
Center-mounted winch	American Coach L-18
Capacity (both types)	10 000 lb. / 4,5 t

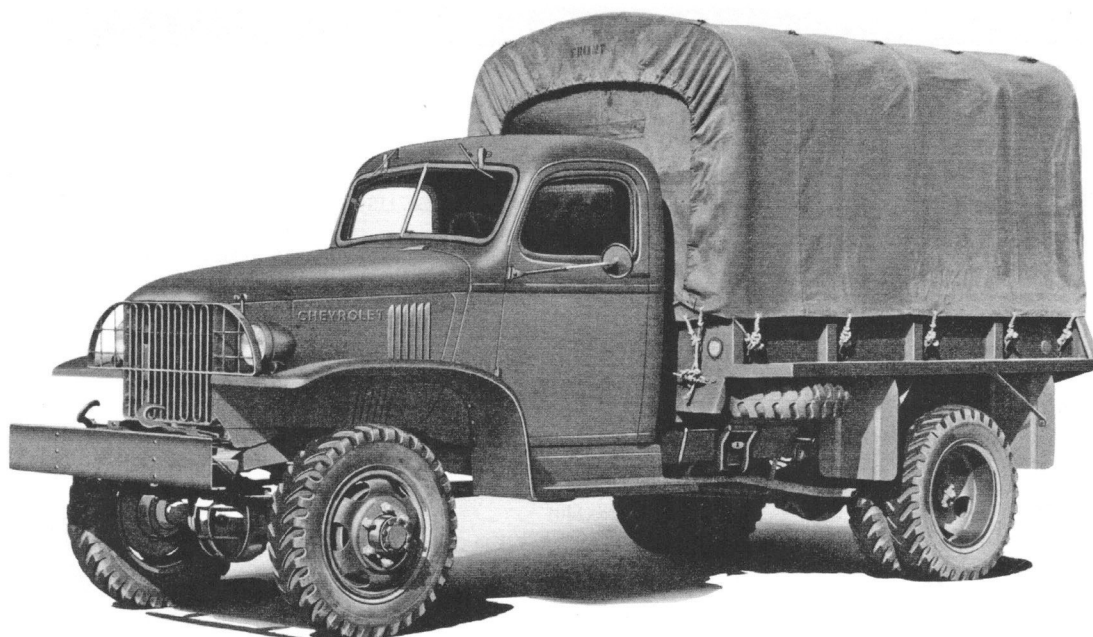
Hoists

Hercules Steel Products (model K.D.O.),	
The Heil Co. (model SL-1) or	
Perfection Steel Body Co. (model 615 Special)	

Some data, production figures and dates vary depending on source.

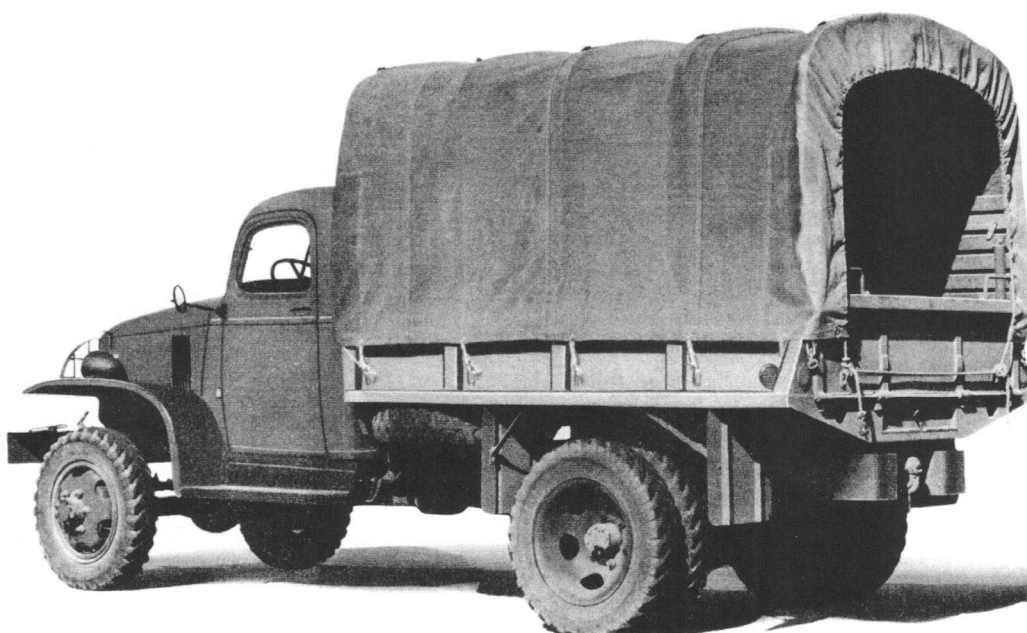
U.S. Army registration numbers

prefix '3' (trucks, 1 1/2-ton to 2-ton)	
prefix '00' (bomb service trucks)	
prefix '50' (fire trucks, crash trucks)	
prefix '60' (special service trucks)	

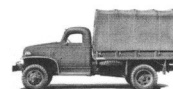


Chevrolet G-4112 cargo truck without winch. Chevrolet assigned two model numbers to cargo trucks without winch, G-4112 for the trucks built in 1940 and 1941 and G-7107 for the trucks built in 1942 and after, while the Chevrolet cargo trucks with winch even had three model numbers assigned, G-4112 and G-4163 for trucks built in 1940 and 1941 and G-7117 for trucks built in 1942 and after. To complicate things further Chevrolet used master parts symbols for all their military trucks, for these cargo trucks this being NJ, YJ, NM, YM, ZM, and ZQ, depending on the year of production.

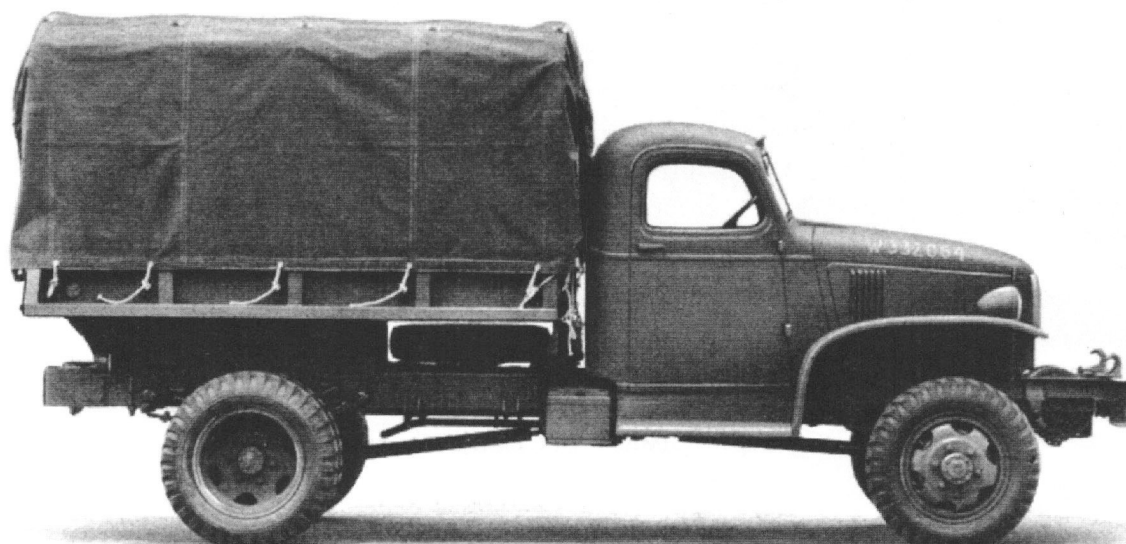
A Chevrolet G-4112 cargo truck without winch of the medical detachment of the 179th Infantry Regiment, 45th Infantry Division (Oklahoma National Guard) in 1941. The U.S. Army registration number W-327121 originally was assigned to a dump truck without winch. Both the unit markings on the cab door and the tire patterns are typical for this early period. The inside dimensions of the cargo body are 70 x 108 in. (178 x 274 cm). (MF)



Chevrolet G-4112/G-7107 cargo truck without winch, left rear view. The overall appearance did not change much during production as a closed cab was installed from 1940 to 1945 on all models except on bomb service trucks. Only the cargo body underwent the same changes as on the GMC CCKW with a wood body introduced from about September 1942 on, and a bolted-up composite cargo body with steel panels (front, sides and tailgate) and wooden floor boards introduced in February 1944. The cargo body is provided with troop seats with lazy backs. The removable canvas top or tarpaulin is supported by five top bows with roll-up straps for the canvas top to improve ventilation in the summer. The front and rear curtains with window flaps can be rolled up and strapped in position.



Chevrolet G-4152 dump truck without winch (U.S. Army registration number W-336901) of the 105th Engineer Combat Battalion, 30th Infantry Division in 1941. Chevrolet actually assigned three model numbers, G-4112 and G-4152 for the trucks built in 1940 and 1941 and G-7106 for the trucks built in 1942 and 1943, while G-7106 is the more commonly used model number. The U.S. Army used the term "without winch" while manufacturers like Chevrolet preferred the term "less winch". The inside dimensions of the dump body are 66 x 108 in. (168 x 274 cm). (U.S. Army/MF)



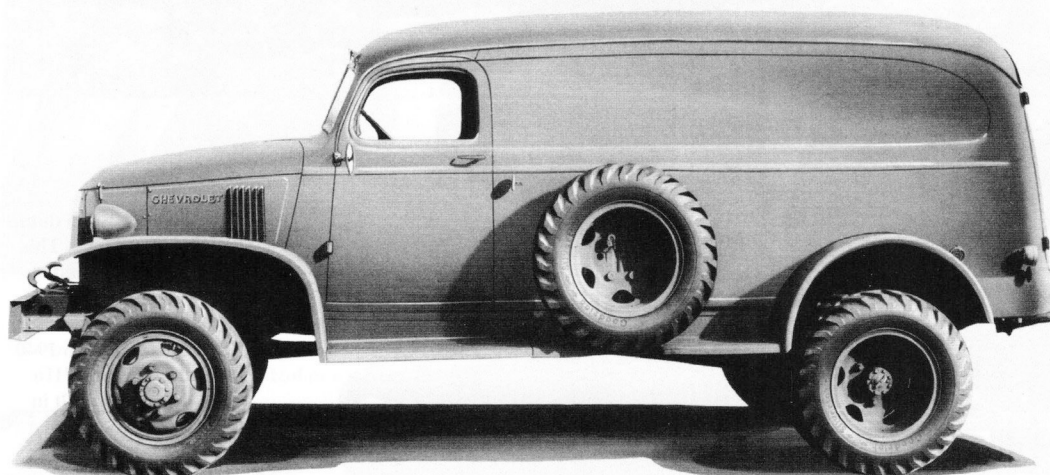
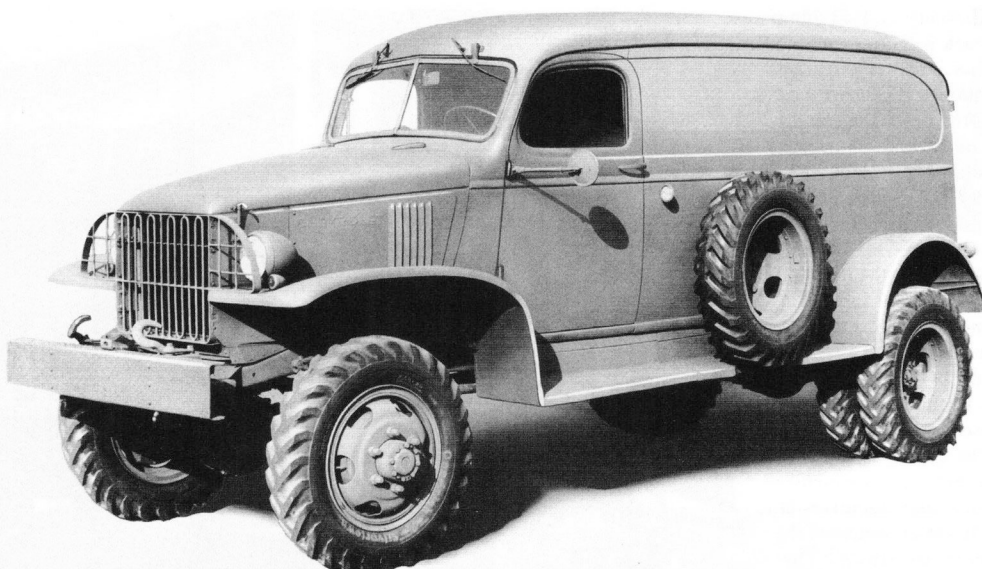
Chevrolet G-7116 dump truck with winch. This model actually had three model numbers, G-4112 and G-4162 for the trucks built in 1940 and 1941 and G-7116 for the trucks built in 1942 and 1943. The dump bodies differ slightly in design as they were manufactured by the three companies who also built the dump hoist assemblies.

This Chevrolet dump truck without winch is used by the so-called Suicide Squad at Fort Benning, Georgia in 1941. It was the job of these men to ride out on the artillery range and look for faulty and unexploded shells. The U.S. Army registration number W-323490 is mysterious as it originally was assigned to a Chevrolet cargo truck without winch. Many period photos and illustrations in U.S. Army publications and manuals reveal such registration number swaps. (U.S. Army/MF)

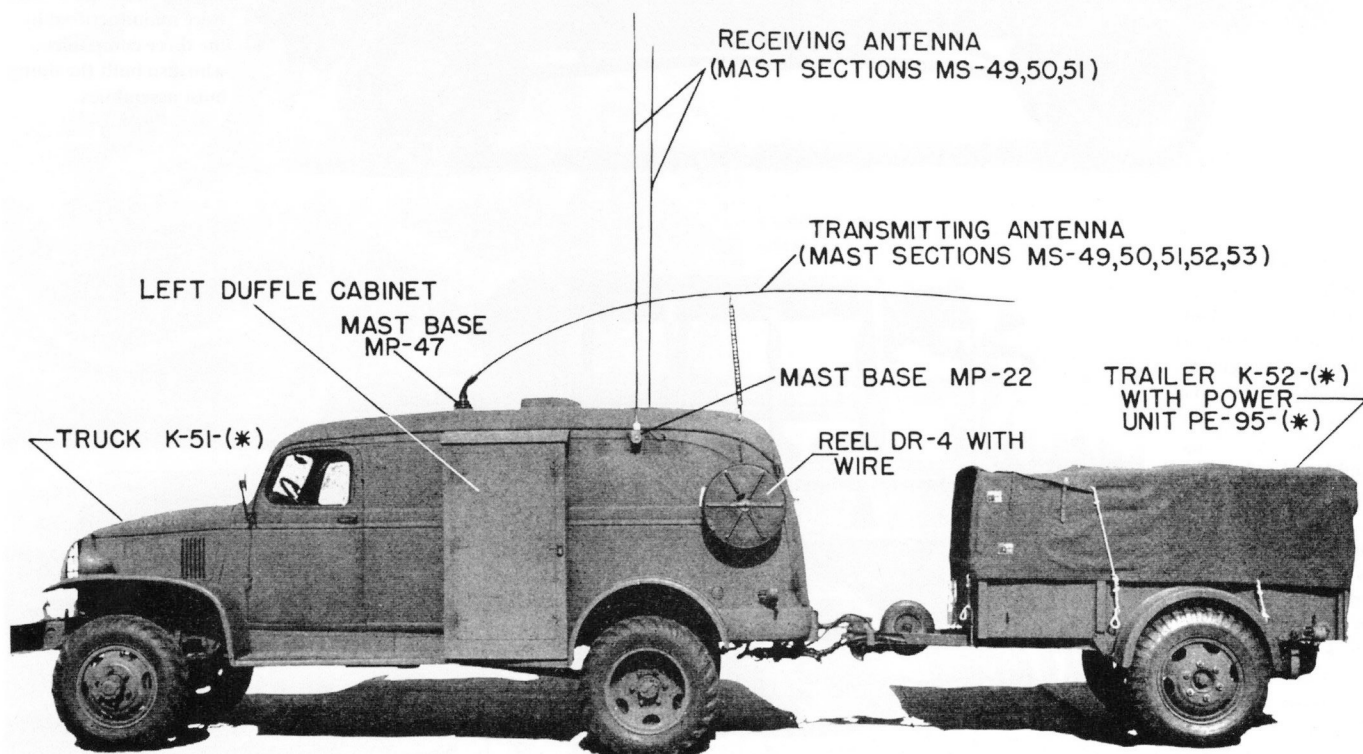




Chevrolet G-7105 panel delivery truck, often also designated panel van or panel delivery van. The dual rear wheels spoil somewhat the otherwise sleek body design. The panel body derives from Chevrolet's ½-ton and ¾-ton 4x2 panel trucks which actually were slightly militarized civilian trucks. The panel body consists of five subassemblies, the platform, left and right panels, roof and cowl. The platform is made of oak mounted on six steel cross sills. The two sides are made from inner and outer panels with insulation and sound deadeners between them. The roof panel has a layer of felt sheeting paper cemented to the inside for insulation, covered with head lining. Twin back doors provide a large opening for loading. The small round object on the side panel just ahead of the spare wheel probably is a reflector.



Chevrolet G-7105 panel delivery truck, left side view. A large number of these vehicles were converted into K-51 trucks to house a Radio Set SCR-299 (vehicles adapted or specially designed for the U.S. Army Signal Corps featured a K-prefix). The G-7105 has a dome light installed to the forward part of the roof, the K-51 additionally features a roof-mounted ventilator and fan and an electric heater to provide moderate temperatures in both warm and cold weather.

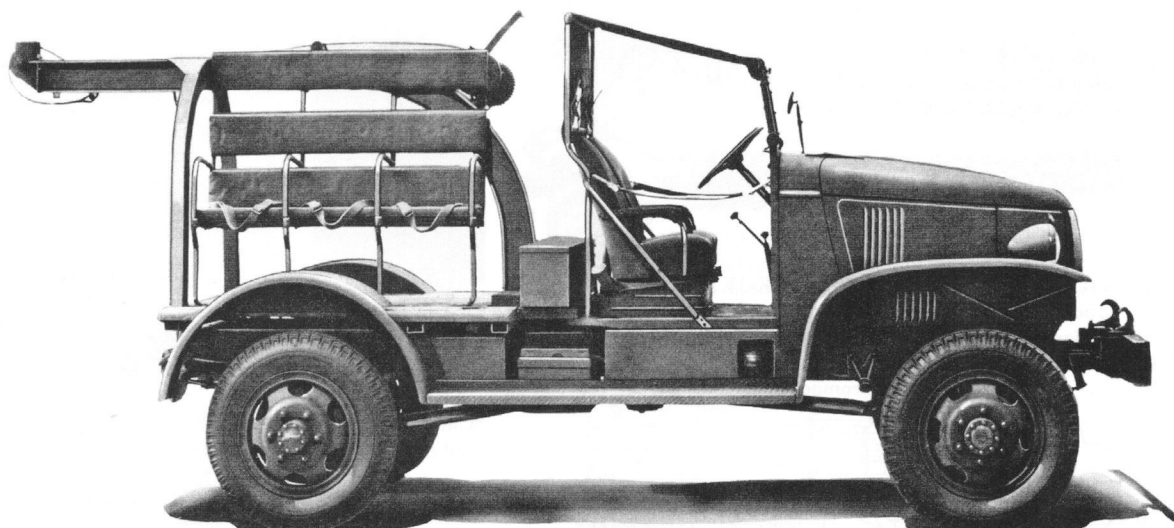


Chevrolet K-51 truck, housing Radio Set SCR-299, and 1-ton trailer K-52, carrying a PE-95 power plant. Duffle cabinets to stow equipment and crew gear are mounted to the sides of the panel van body, a spare wheel for either truck or trailer is carried in the K-52 trailer.

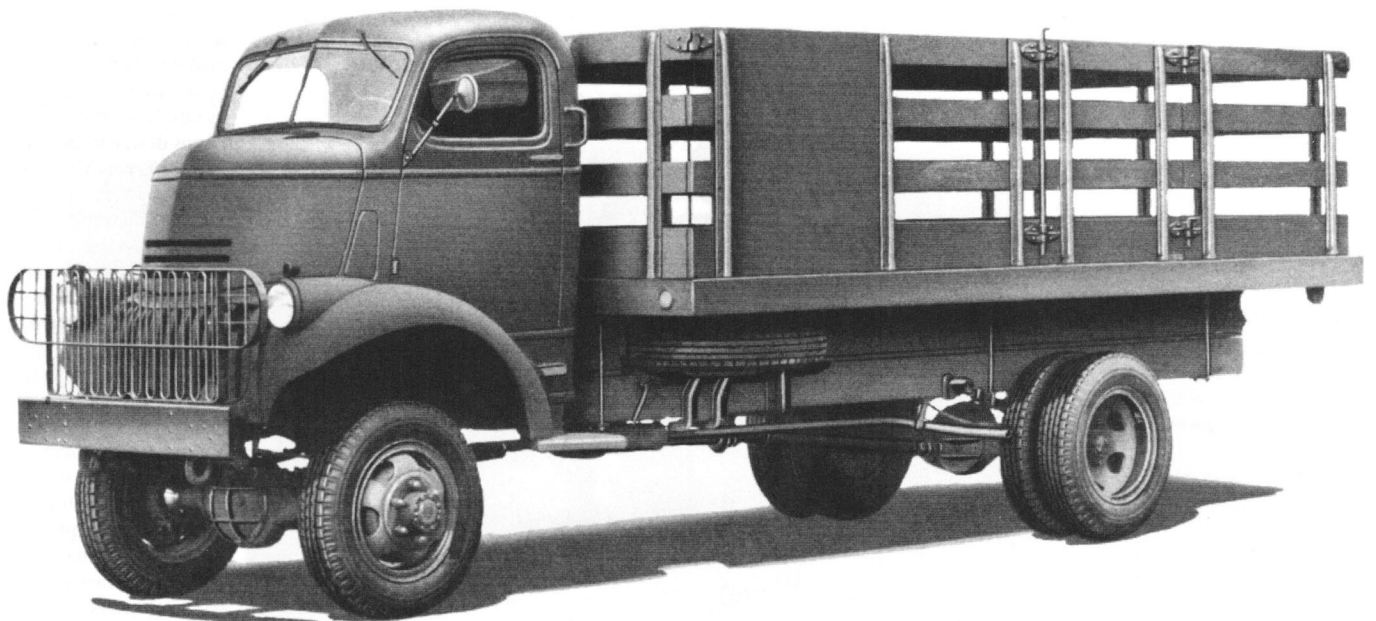
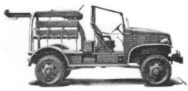


The Chevrolet bomb service truck (Chevrolet model G-7128) is better known under its official Ordnance Corps designation Bomb Service Truck M6. This vehicle (U.S. Army registration number 006085), towing a Bomb Trailer M5, is seen here serving with the 98th Bombardment Group, 9th U.S. Air Force (a B-24 Liberator unit) at Fayid, Egypt in winter 1942/1943. The M6 was the only 1 1/2-ton 4x4 Chevrolet model with an open cab and bucket seats and was deployed in this outfit also on airfields in Alaska at arctic temperatures. (MF)

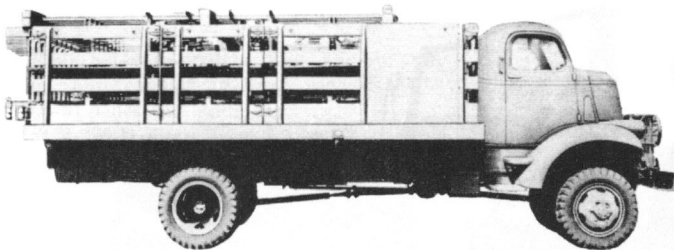
Bomb Service Truck M6, right side view. The right side of the small platform is occupied by a seat frame accommodating three crew men. The safety belts are a nice touch but it is doubtful whether they ever were used. Standardization of the M6 was approved on August 14, 1941.



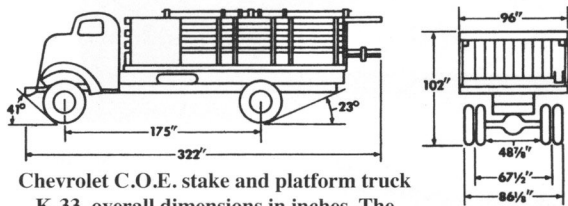
Bomb Service Truck M6, left rear view. The left side of the small platform offers space for a crewmember to operate the hand-operated bomb handling hoist. Unique to the M6 are the single rear wheels though period photos also show bomb service trucks with dual rear wheels and accordingly modified rear fenders, and the shorter wheelbase of only 125 in. (318 cm) which allowed for a tighter turning radius. The M6 features a four-spoke steering wheel throughout its production run while apparently all other Chevrolet 1 1/2-ton 4x4 models were built with a three-spoke steering wheel. A number of M6s were also modified for transportation by cargo airplane by cutting the frame in half just back of the cab and welding a butt-plate joint to the chassis for reassembly by means of bolts.



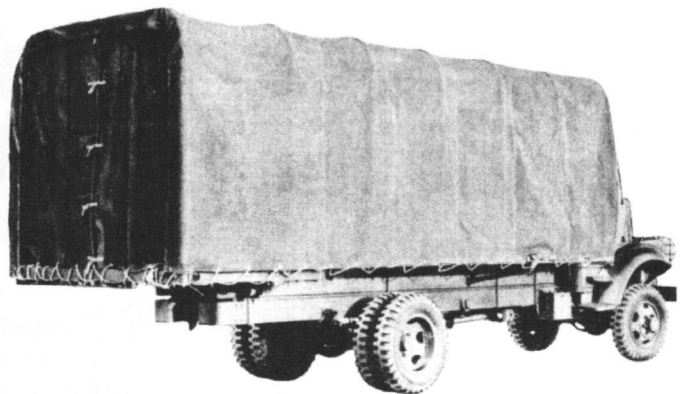
Chevrolet G-4103/G-7123 C.O.E. (cab-over-engine) combination stake and platform truck. Chevrolet assigned two model numbers, G-4103 for the 96 trucks built in 1941 and G-7123 for the 502 trucks built in 1942 and 1943, designed for the Signal Corps. A number of G-7153 C.O.E. fire trucks were built for the U.S. Navy, either on vehicles delivered as chassis trucks or converted from stake and platform trucks having their cargo body removed.



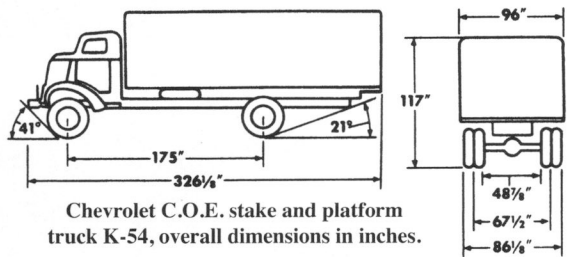
Chevrolet C.O.E. stake and platform truck K-33. As the G-4103/G-7123 C.O.E. trucks were in the responsibility of the Signal Corps, they received model designations with a K-prefix (K-33 and K-54). The U.S. Army Air Forces used the K-33 trucks to transport radio and radar equipment like antenna components.



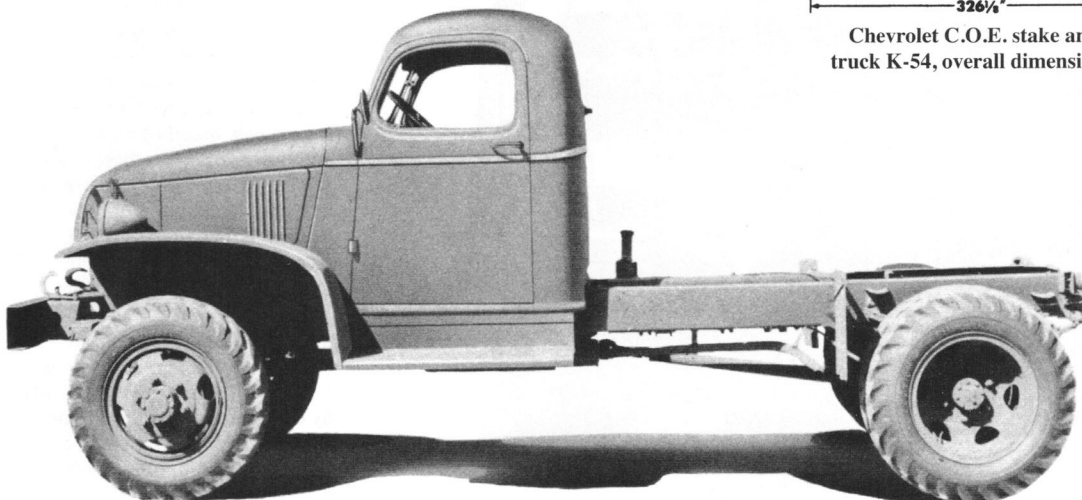
Chevrolet C.O.E. stake and platform truck K-33, overall dimensions in inches. The overall length of the truck is 286 in. (726 cm).



Chevrolet C.O.E. stake and platform truck K-54 with lengthened body and raised top bows, used by the U.S.A.A.F. to transport components of Radio Set SCR-270, a long-distance early-warning radar.



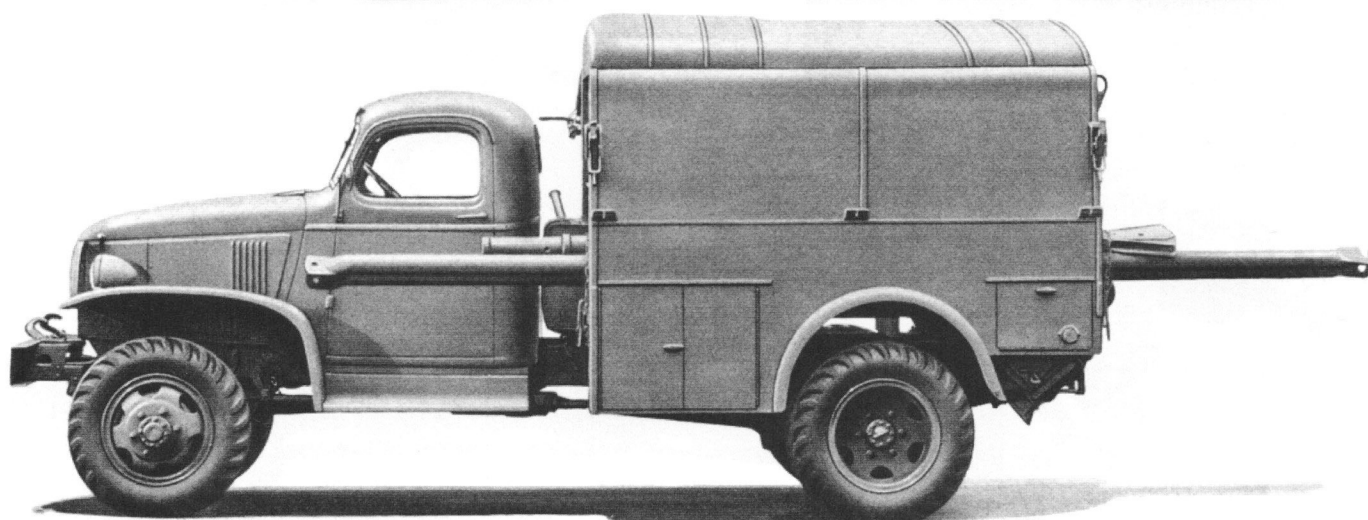
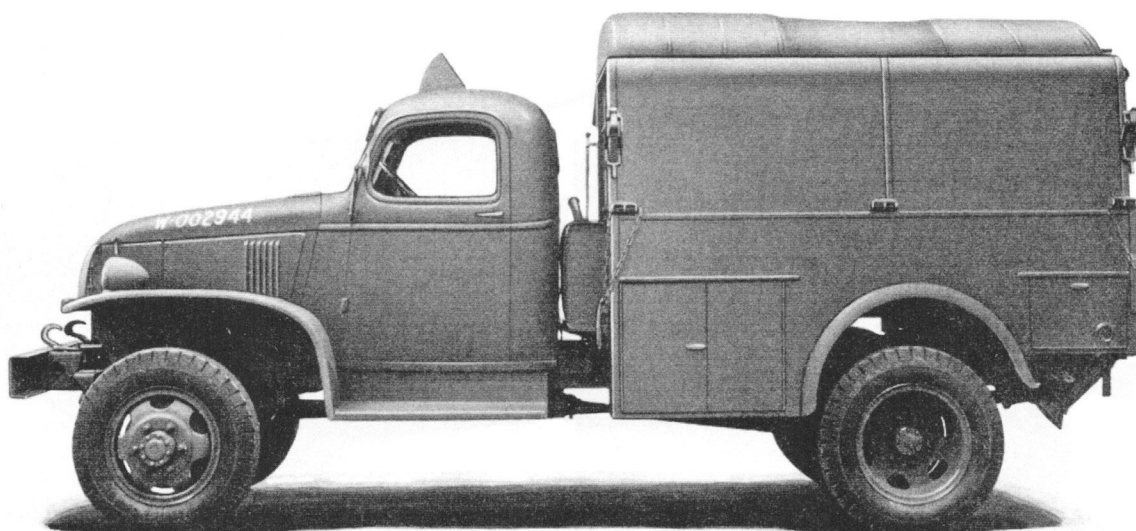
Chevrolet C.O.E. stake and platform truck K-54, overall dimensions in inches.



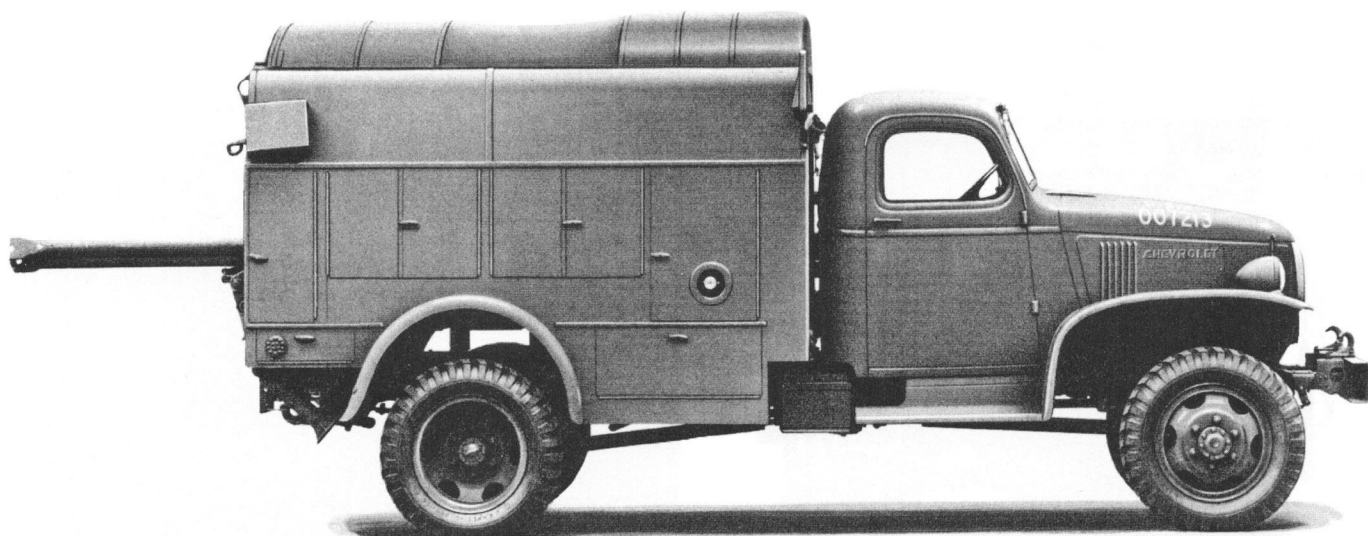
Chevrolet G-7103 chassis with cab and G-7113 tractor truck. This illustration shows a chassis truck but the tractor truck would look identical except for the tire carrier, as prior to January 1, 1944 tractor trucks were delivered without the lower fifth wheel and trailer brake and electrical jumper connections which were procured with the semitrailer.



Chevrolet G-4112 telephone maintenance truck K-42 without (center-mounted) winch. Only 67 vehicles of this model were built, all in 1941. The U.S. Army registration number W-002944 is misleading as this number was assigned to a K-43 telephone maintenance truck with winch and pole setting equipment (therefore the caboscope in the cab roof), but shown here without the derrick components.



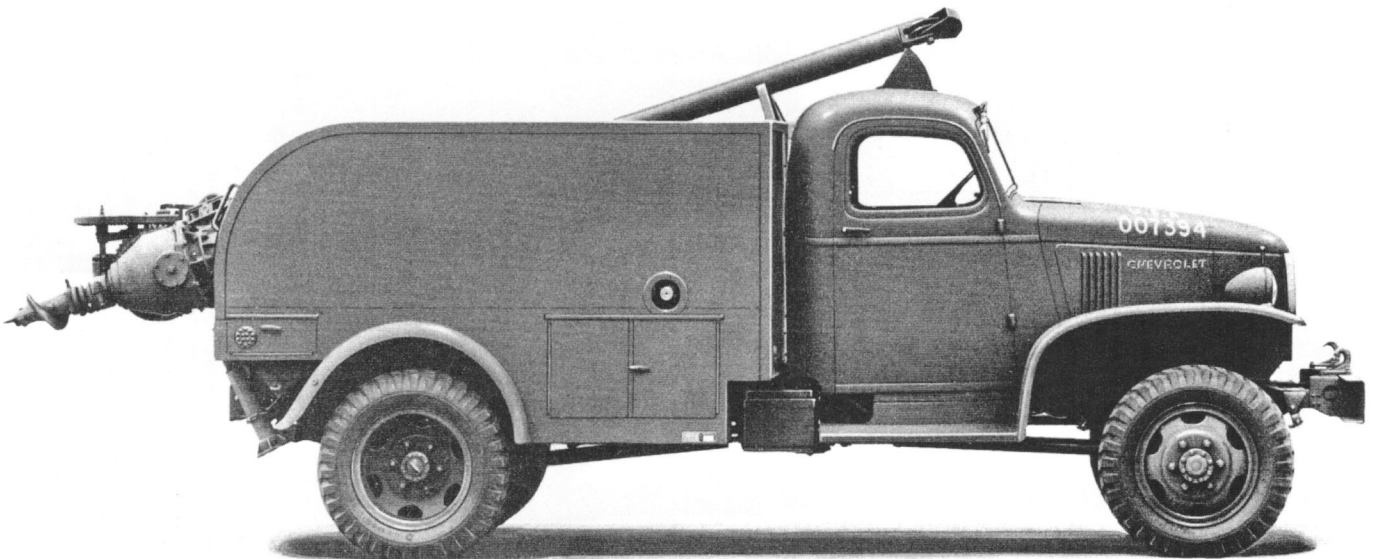
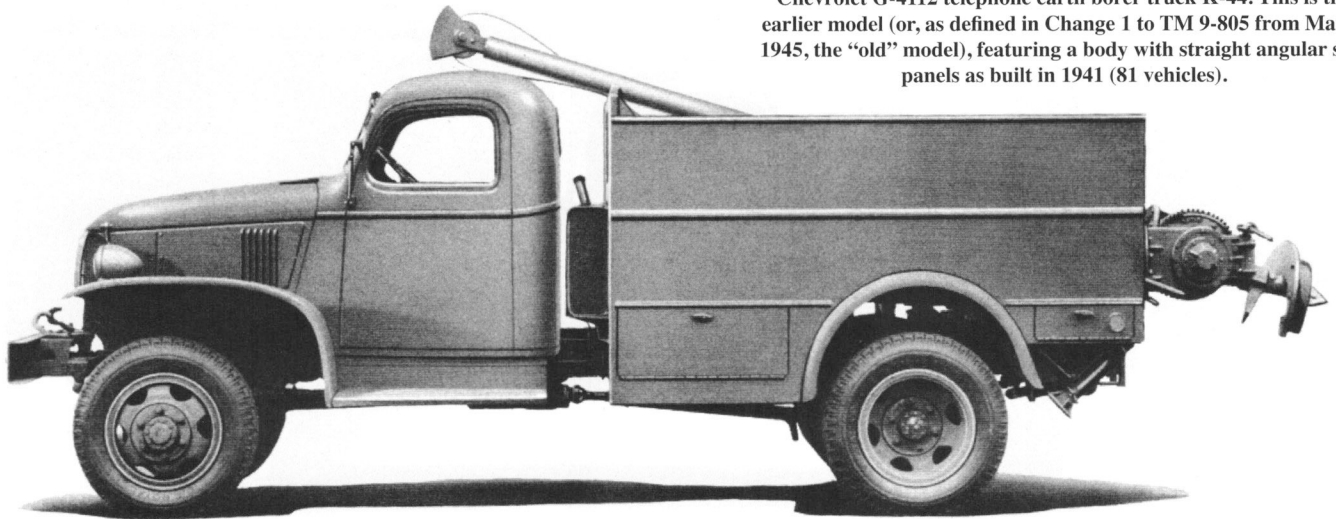
Chevrolet G-4112 telephone maintenance and construction truck K-43. 115 vehicles were built in 1941. The bodies of both the G-4112 K-42 and K-43 are shorter compared to the later G-7173 K-43, leaving a gap between cab and body. The pipes which comprise the legs of the pole derrick legs are stowed in a carrier on the side of the truck body. The sliding roof consists of a front, a center and a rear segment. Truck body and center-mounted L-18 winch of the G-4112 K-43 and the later G-7173 K-43 are manufactured by the American Coach & Body Company from Cleveland, Ohio.



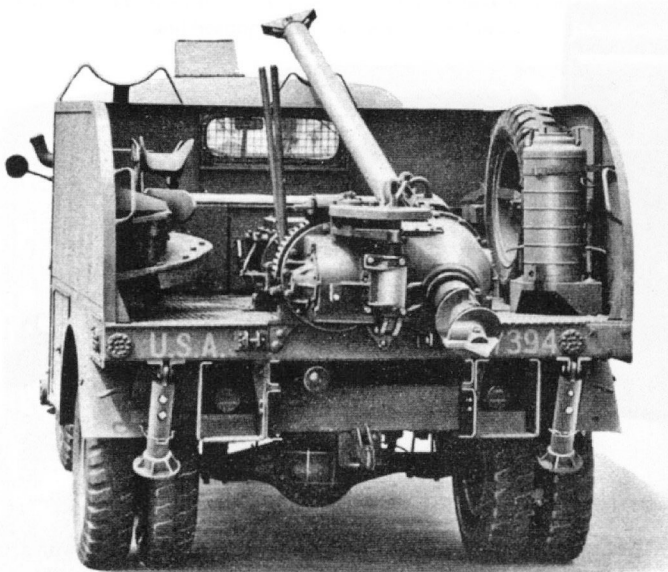
Chevrolet G-7173 telephone maintenance and construction truck K-43 (U.S. Army registration number 007213). The K-43 is also equipped with a center-mounted L-18 winch to assist in pole setting. For some unknown reason the illustrations in the technical manuals and parts lists show this vehicle without the caboscope (a large rear view mirror in a weatherproof housing, installed in the cab roof) which is used to facilitate the setting of telephone poles. Clearly recognizable is the end of the winch shaft protruding through a circular opening in the front door of the body right side panel to mount the collapsible power reel CR, used to wind up telephone wire and stowed inside the body when not in use. The forward end of the body of the G-7173 K-43 has been extended toward the cab and now encloses the fuel tank.



Chevrolet G-4112 telephone earth borer truck K-44. This is the earlier model (or, as defined in Change 1 to TM 9-805 from March 1945, the "old" model), featuring a body with straight angular side panels as built in 1941 (81 vehicles).



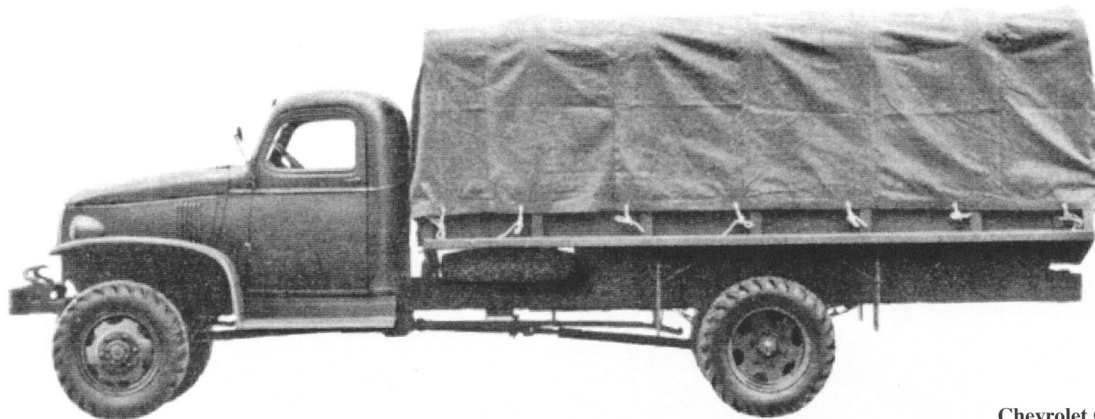
Chevrolet G-7163 telephone earth borer and pole setter truck K-44 (U.S. Army registration number 007394). This is the later model (or, according to Change 1 to TM 9-805, the "new model"), featuring a longer body with the forward end extended and with the side panels gently curved at the upper rear corners as built from 1942 on. These earth borer trucks were also used by the U.S. Army Corps of Engineers, designated Earth Auger Truck M1.



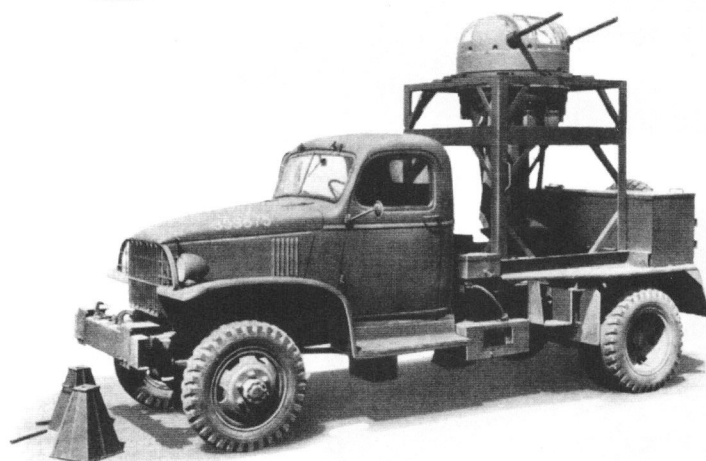
Chevrolet G-7163 telephone earth borer and pole setter truck K-44, rear view. The earth borer is in traveling position with the upper end of the derrick tube resting on a support bracket.



A Chevrolet G-7163 (U.S. Army registration number 007448) of the 438th Signal Heavy Construction Battalion ploughs its way through deep mud in Western Europe, equipped with dual front wheels and tire chains. (MF)



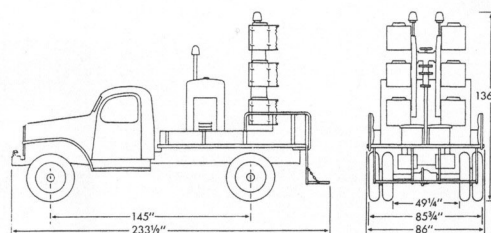
Chevrolet G-7127 long-wheelbase cargo truck, designed to transport light and bulky cargo. Chevrolet assigned three model numbers, G-4112 and G-4174 for the trucks built in 1941 and G-7127 for the trucks built in 1942, 383 in total. Wheelbase is 175 in. (445 cm) as on the C.O.E. combination stake and platform truck.



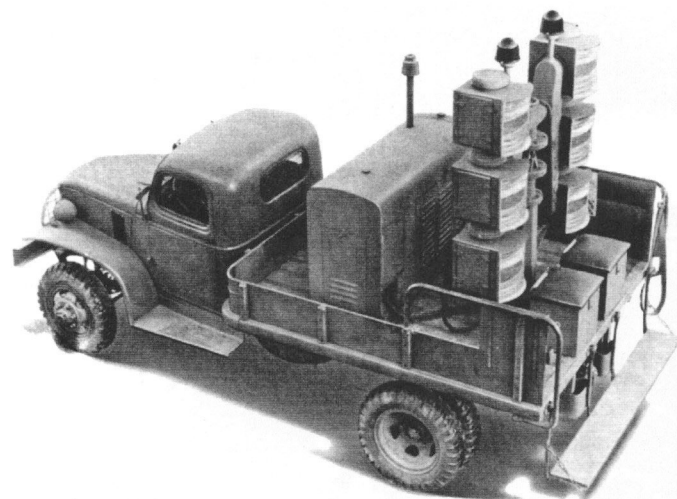
Chevrolet turret trainer truck E-5. The designation E-5 was assigned by the U.S.A.A.F. which used the E-5 turret trainer trucks in gunnery schools to provide mobile facilities for aerial gunnery training. The overall height differs as the Crocker Wheeler A-8 training turret and actual Martin, Sperry and Bendix upper turrets of medium and heavy bombers could be installed. Jack stands could be installed to stabilize the truck during firing. The body was manufactured by the Herman Body Co. The E-5 turret trainer trucks are based on G-7103 chassis trucks as most Chevrolet 1 1/2-ton 4x4 special purpose vehicles that were built in low numbers.



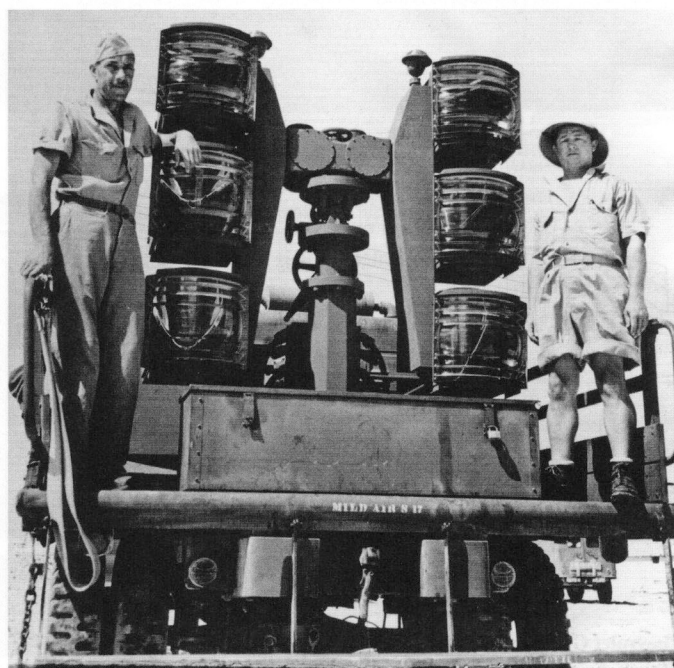
Chevrolet G-7143 field lighting truck J-5. The generator is driven through a power take-off on the propeller shaft, the lighting equipment was built by the Davey Compressor Co. The J-5 was redesignated AN2524 on December 27, 1943.



Chevrolet field lighting truck J-3/J-4, overall dimensions in inches.



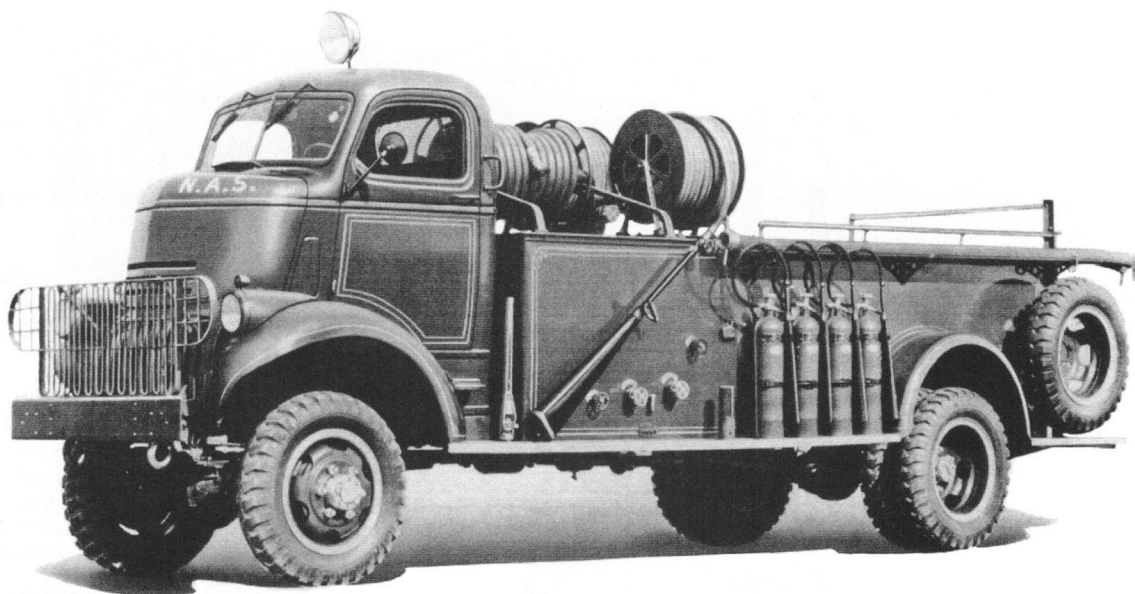
Chevrolet G-7143 field lighting truck J-3 or J-4. The U.S.A.A.F. used the field lighting trucks to carry floodlighting equipment over uneven ground. The floodlights can be elevated and inclined depending on the needs to illuminate a 90-degree sector for night take-offs and landings. The J-3 and J-4 differ in the power plants for the electric supply only. The lighting equipment was manufactured by the American Gas Accumulator Co. At least 142 of J-3/J-4/J-5 trucks were built in 1942. Some field lighting trucks (no model specified) were also built for the U.S. Navy. The J-4 was redesignated AN2505 on August 5, 1943.



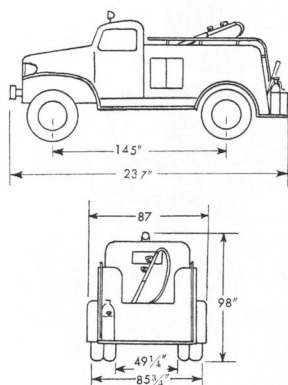
A Chevrolet field lighting truck J-3 or J-4 of the 7th U.S. Air Force in the Central Pacific in September 1943. (U.S.A.A.F/MF)



Chevrolet G-7153
C.O.E. fire truck.
103 of these vehicles
were built for the
U.S. Navy in 1942,
either converted from
G-4103/G-7123 C.O.E.
combination stake and
platform trucks or
built on the chassis of
these trucks. The body,
manufactured by the
Howe Fire Apparatus
Co., Anderson,
Indiana houses a 300
gal. (1,136 l) booster
water tank in the
forward part above
the pump and a hose
compartment at the
rear. This fire truck
serves at a Naval Air
Station.



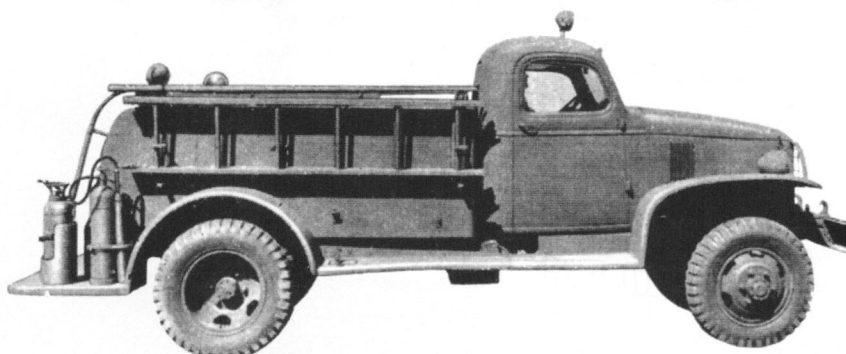
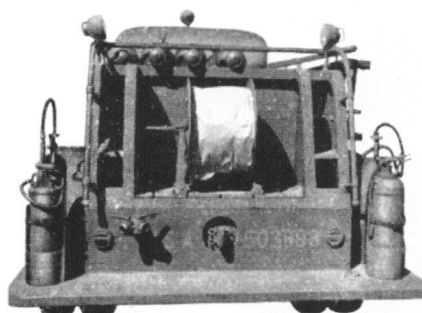
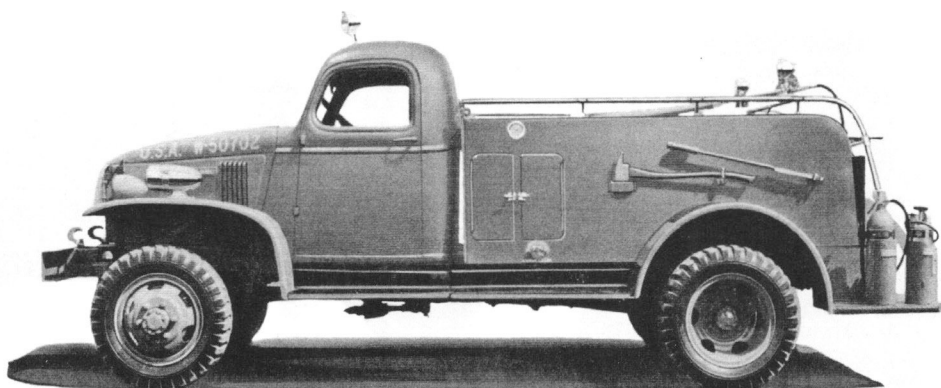
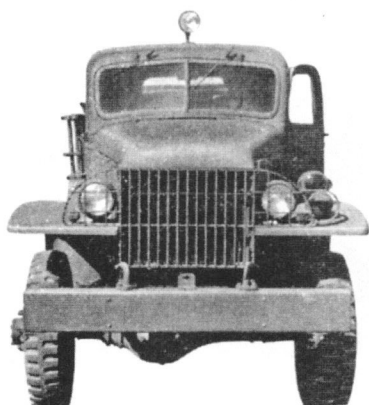
Chevrolet G-7133 airfield crash
truck (U.S. Army registration
number W-50702). 30 of these
vehicles were built in 1941,
based on dump truck chassis
and converted to crash trucks,
plus at least 126 built in 1942, to
provide mobile fire-fighting and
crash equipment for airfields.
The class 110 airfield crash truck
has a 250 gal. (946 l) water tank,
a pump with a capacity of 100
gal. per minute, driven by a
power take-off, four CO₂ bottles
in a rack inside the body, dry
chemical in an external tank and
four hand fire extinguishers (two
CO₂, one carbon tetrachloride,
one foam), mounted on the rear
deck. The body was built by the
American Coach & Body Co.
The crash truck also has foam
capacity.
(U.S. Army/MF)



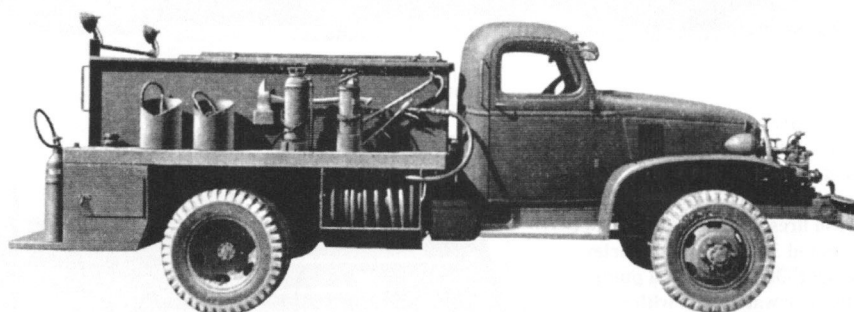
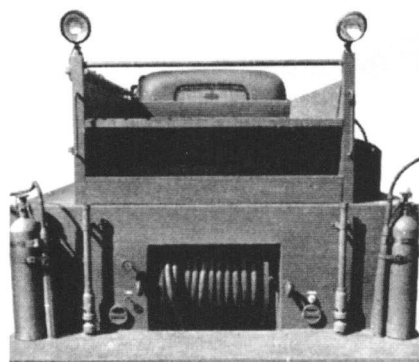
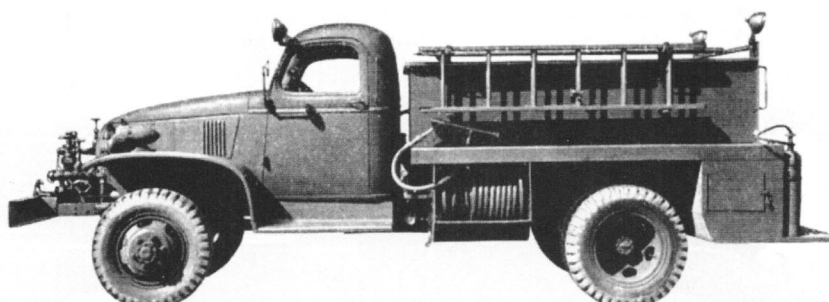
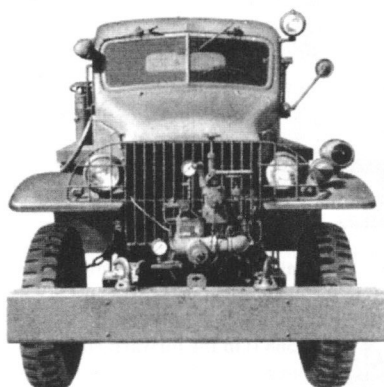
Chevrolet G-7133 airfield crash
truck, overall dimensions in
inches.



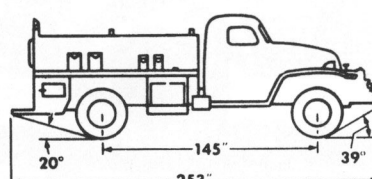
Chevrolet G-7133 airfield
crash truck, left rear view.



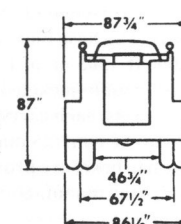
Chevrolet G-7133 airfield crash truck, front, left side, rear and right side views, mainly taken from TM 5-316 on airplane crash fire-fighting from April 1944. The commonly used designation airfield crash truck stems from the manuals and parts list published by Chevrolet and the U.S. Army while the more precise military designation is Truck, fire, powered, crash, high pressure, carbon dioxide (Class 110).

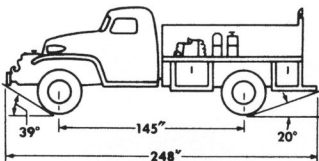
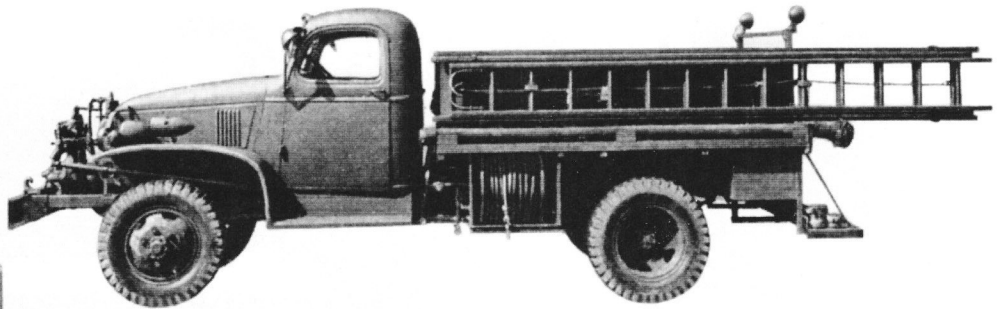
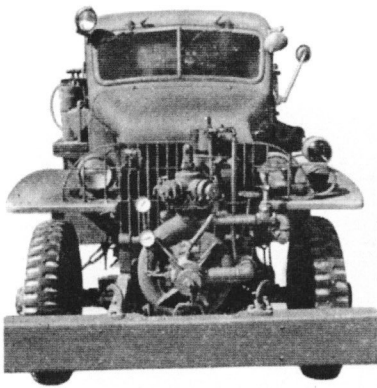


Truck, fire, powered, crash, high pressure fog foam (Class 135). The class 135 crash truck is also used to fight fires resulting from airplane crashes. It is equipped with a front-mounted, gasoline-engine-driven centrifugal fire pump, model H Champion, manufactured by the W. S. Darley Co. with a capacity of 60 gal. (227 l) per minute, a 300 gal. (1,136 l) water tank and the same arrangement of four hand fire extinguishers as the class 110 crash truck. The body is manufactured by the Oren Fire Apparatus Co.

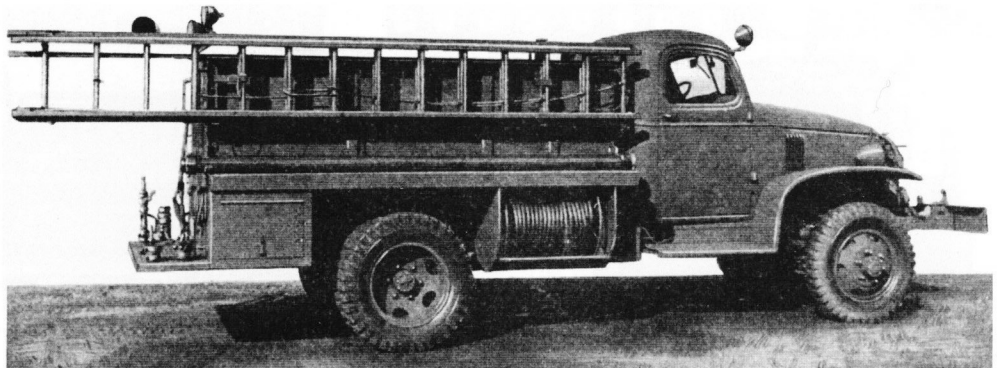
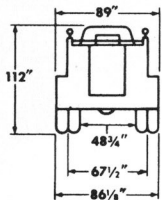


Chevrolet class 135 fire truck, overall dimensions in inches.

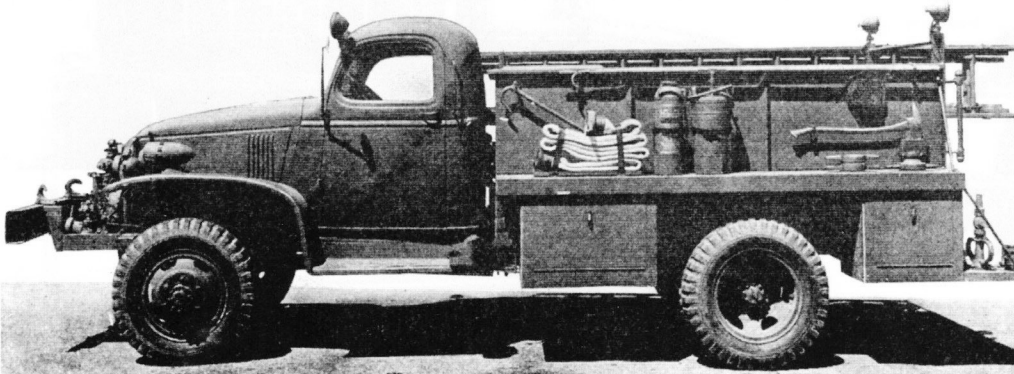




Chevrolet
class 325/525
fire truck,
overall
dimensions in
inches.

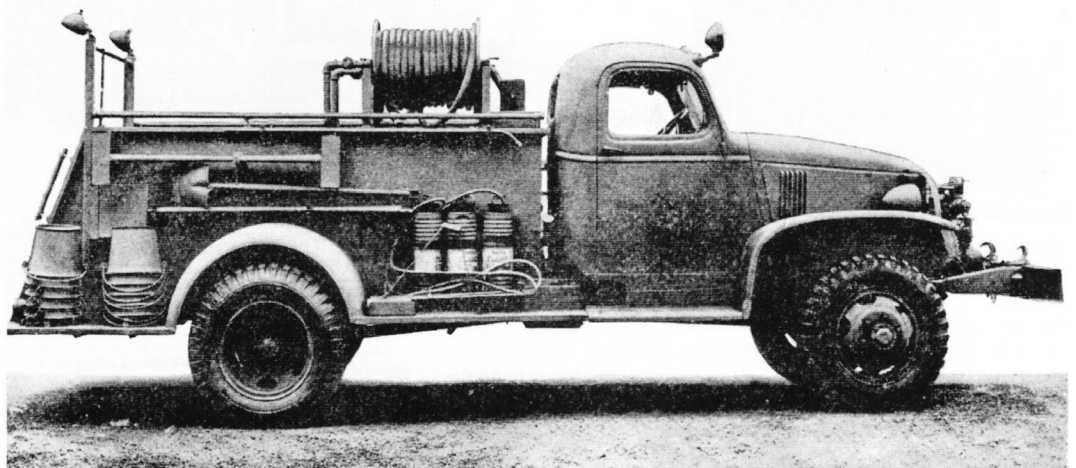


Truck, fire, powered, pumper, 300 GPM, oversea type (Class 325). The class 325 fire truck is used by the Corps of Engineers to fight structural fires and for deployment overseas. It is designed for use where the water supply and distribution system is limited. It has a platform type body and a front-mounted 300 gpm (gallons per minute) Barton model F-300 centrifugal pump, a booster water tank with a capacity of 300 gal. (1,136 l) and a hose body. The sides of the booster tank are extended to form a hose body which can hold 600 ft. (183 m) of 2 ½-in. (64 mm) double-jacketed hose. Two hose reels, each carrying 150 ft. (46 m) of 1-in. (25 mm) rubber booster hose, are provided. Two ladders are carried, a 12-ft. (366 cm) roof ladder and a 20-ft. (610 cm) extension ladder. The class 325 fire truck may also be equipped and used as a brush or forestry fire truck in lieu of the class 300 fire truck. The body was manufactured by Maxim Motors.



Truck, fire, powered, pumper, 500 GPM (Class 525). The class 525 fire truck is used by the Corps of Engineers to fight fire in cantonment areas. It has a front-mounted 500 gpm (gal. per minute) W. S. Darley model F-500 centrifugal pump, a booster water tank with a capacity of 150 gal. (568 l) in the forward end of the hose body. The hose body can hold 1,000 ft. (305 m) of 2 ½-in. (64 mm) double-jacketed hose. The truck also carries 150 ft. (46 m) of booster hose. The body was manufactured by the Oren Fire Apparatus Co.

Truck, fire, powered, brush (Class 300). The class 300 fire truck is used by the Corps of Engineers to fight forest or brush fires. It has a front-mounted 300 gpm W. S. Darley model F-300 centrifugal pump, a booster water tank with a capacity of 250 gal. (946 l) in the forward end of the hose body. The hose body can hold 1,000 ft. (305 m) of 1 ½-in. (38 mm) double-jacketed hose. Two hose reels, each carrying 150 ft. (46 m) of 1-in. (25 mm) rubber booster hose, are provided. The body was manufactured by the Central Fire Truck Co.





Chevrolet cargo trucks, loaded with personnel, gear and equipment are lined up at a small town, awaiting further orders during maneuvers. (MF)



A small convoy of U.S. Army Air Forces vehicles in the field in September 1943. Though the U.S. Army was the main recipient of Chevrolet 1 1/2-ton 4x4 trucks, various models of Chevrolets in the 1 1/2-ton 4x4 class were also delivered to the U.S.A.A.F, the U.S. Marine Corps and the U.S. Navy. (MF)



Large numbers of Chevrolet cargo trucks await shipment overseas to the Soviet Union at a Chevrolet export plant on the Atlantic seaboard. The trucks will be disassembled and boxed in so-called twin-unit packs to save shipping space. Visible U.S. Army registration numbers are e. g. 397354, 395350, 396402, 395550 and 395542, all assigned to G-7107 cargo trucks of the same contract. The trucks are later vehicles with the asymmetrical radiator guard assembly with blackout driving light, small U.S. Army registration numbers and without the Chevrolet logo on the engine-hood side panel. (MF)



A Chevrolet cargo truck during performance tests at the General Motors Proving Ground at Milford, Michigan in November 1941. (MF)



A Chevrolet cargo truck with wood cargo body and field-installed blackout driving light. (MF)



A camp site on one of the Aleutian Islands, Alaska. Amongst the vehicles are at least two Chevrolet cargo trucks, a ½-ton Dodge Weapons Carrier, a staff car, a GMC CCKW-352 dump truck conversion and a number of GMC CCKW-353 cargo trucks. (MF)



These Chevrolet cargo trucks serving with U.S.A.A.F. units in Great Britain have been converted into mobile communication centers by installing plywood shelters to house radio equipment onto their cargo bodies. The X-prefix of the U.S. Army registration numbers X-32483 (above) and 32658 (right) indicate vehicles delivered to the British Army through Lend-Lease and being returned to the U.S. Army through Reverse Lend-Lease. (MF)

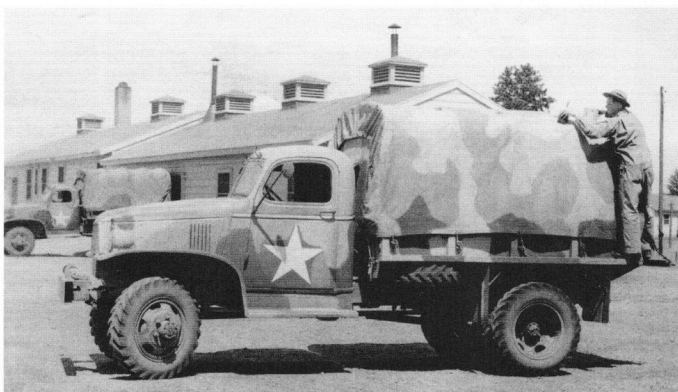




A Chevrolet G-7107 cargo truck (U.S. Army registration number 352???) with Brazilian troops, probably in Italy. The tarpaulin has been rolled up and lashed to the top bows to provide fresh air for the soldiers on the troop seats. Some of the soldiers are wearing pith helmets. (MF)



Heavily loaded Chevrolet cargo trucks at a halt during a march. (MF)



A soldier applies a three-tone camouflage pattern to a Chevrolet cargo truck, a feature normally not seen in combat. (MF)



This Chevrolet cargo truck of the 349th Engineer General Service Regiment serves as a stage for USO (United Service Organizations) entertainers on one of the Aleutian Islands, Alaska in 1943. The performing artist is a ventriloquist with his puppet. (MF)



An U.S.A.A.F. crash (rescue) boat crew is stacking beer on a Chevrolet cargo truck. The cargo is a tight fit for the truck. (MF)



A Chevrolet G-7107 cargo truck (U.S. Army registration number 386045) with wood cargo body on the Alcan (Alaska) Highway in 1943/1944. (MF)



A soldier poses for a photo at his Chevrolet cargo or dump truck with winch somewhere along the Alcan Highway. (MF)



Soldiers unload supplies from a Chevrolet cargo truck at arctic temperatures in Alaska. (MF)



A Chevrolet G-7107 cargo truck (U.S. Army registration number 384???) with wood cargo body at the Alcan Highway in January 1944. This truck has been equipped with a crude but sturdy A-frame with pulley. (MF)



Soldiers try to recover a stuck Chevrolet cargo truck with winch (U.S. Army registration number W-342???) on a muddy forest "road" somewhere in Canada or Alaska during the construction of the Alcan Highway. (MF)



A truck accident between a Chevrolet G-7106 dump truck (U.S. Army registration number 399056) and a civilian 4x2 cargo truck from Dawson Creek, British Columbia, Canada on the Alcan Highway. (MF)



A Chevrolet dump truck passes destroyed German tanks in Tunisia in February 1943. Though the Chevrolet is not in the focus of the photo, it is a rare opportunity to see a Chevrolet cargo/dump truck serving with combat units overseas. (U.S. National Archives)



Vehicles of the 555th Engineer Heavy Ponton Battalion, IV Corps cross a 25-ton ponton bridge, possibly over the Rogue River in Oregon, in Summer 1943 during stateside training. The leading truck is a Chevrolet G-7117 cargo truck with winch. Period photos reveal that many Chevrolet cargo and dump trucks were delivered to Corps of Engineer units. (MF)



A Chevrolet G-7106 dump truck without winch (U.S. Army registration number 3122028), is loaded with gravel by means of a belt conveyor. The truck features the asymmetrical radiator guard assembly with blackout driving light and a dump body with raised front and side panels. (MF)



Chevrolet dump trucks of an engineer unit cross a culvert on a just completed bridge somewhere in Louisiana during training. The truck in front is a Chevrolet dump truck without winch from 1941 (U.S. Army registration number W-3358??), followed by a dump truck with winch. All soldiers are wearing gas masks. (U.S. Army/AS)



U.S. Army engineers distribute soil and gravel over a layer of logs on a section of the Alcan Highway in October 1942. Chevrolet dump trucks were very popular with engineer construction units due to their compact and rugged design and because they were available in large numbers at that time, as the first dump trucks in the 2 ½-ton 6x6 range on GMC CCKW chassis (converted CCKW-352 short-wheelbase trucks) were not delivered before late 1942. (U.S. Army/MF)



Two Chevrolet dump trucks in India during the construction of the Ledo Road. Indian workers collect rocks and gravel from a stream bed and load them onto the dump trucks. Tire chains are mounted though in a rather peculiar arrangement. (MF)



The crew of a Chevrolet M6 Bomb Service Truck (U.S. Army registration number 0012149) transfers a bomb from a Bomb Trailer M5 onto a Bomb Lift Truck M1 at the Ordnance Unit Training Center, Flora, Mississippi. The bomb lift truck is used to place bombs under the bomb bays of a bomber where they can be loaded into place by the airplane hoisting gear. Here the fuselage of a cannibalized B-17 bomber is used for training. (U.S. Army/MF)

A Chevrolet M6 Bomb Service Truck with Bomb Trailer M5 of the 42nd Bombardment Group, 13th U.S. Air Force (a B-25 Mitchell unit) on an island somewhere in the Pacific Theater of Operations. The soldiers work under a shelter to have some protection against the sun. The M5 trailer is used here as a cargo trailer. The maximum recommended towed load of the bomb service truck is 8,000 lbs. (3,632 kg), and the gross weight of a loaded M5 trailer is 7,200 lbs. (3,269 kg). Period photos often show a M6 towing several bomb trailers coupled to each other, but in this deep sand one loaded M5 trailer would be challenge enough for the M6. (MF)



A belly fuel tank has been removed from a P-47 Thunderbolt pursuit (fighter) plane and is loaded onto a Chevrolet M6 Bomb Service Truck of the 9th U.S. Air Force on a newly conquered airfield in France on June 20, 1944. The seat frame has been removed on this M6, providing enough space to load the belly tank onto the platform. (U.S.A.A.F/MF)



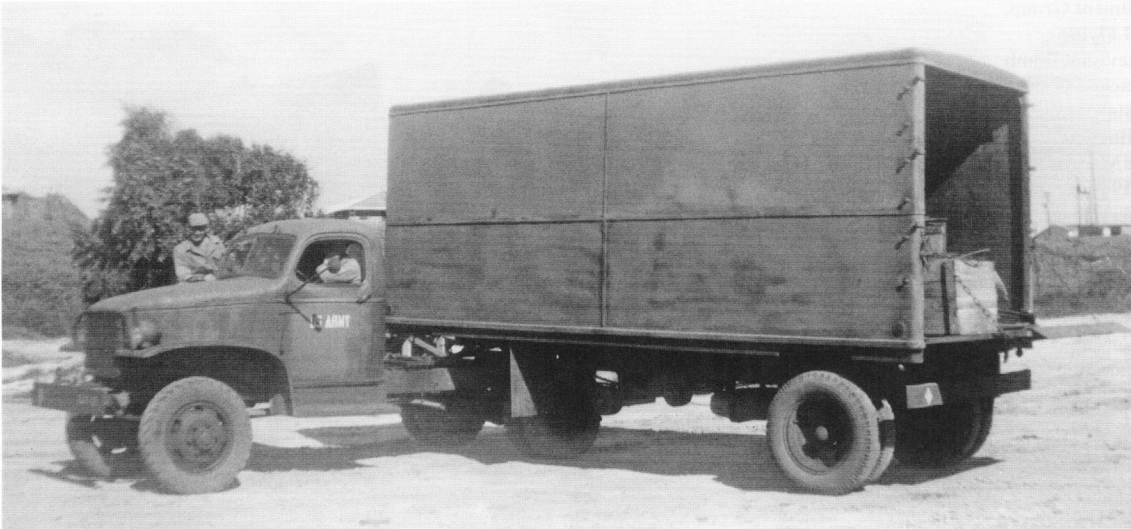
Men of the 483rd Bombardment Group, 15th U.S. Air Force (a B-17 Flying Fortress unit) pose at a Chevrolet Bomb Service Truck M6 with attached Bomb Trailer M5 for a photo at Sterparone Airfield, Italy in 1944. Production of the Bomb Service Truck M6 was discontinued in February 1944. A more sophisticated bomb service truck was introduced later in 1944 with the Bomb Service Truck M27/M27B1 on the chassis of the GMC CCKW-353. It featured a sturdy crane assembly with a power-operated bomb-lift mechanism, driven by a transmission-mounted power take-off. (MF)



The crew of this Chevrolet M6 Bomb Service Truck (U.S. Army registration number 0024227) carefully loads a bomb onto a Bomb Trailer M5 somewhere in North Africa. One soldier operates the hoist while another places the bomb onto the deck of the bomb trailer. (MF)

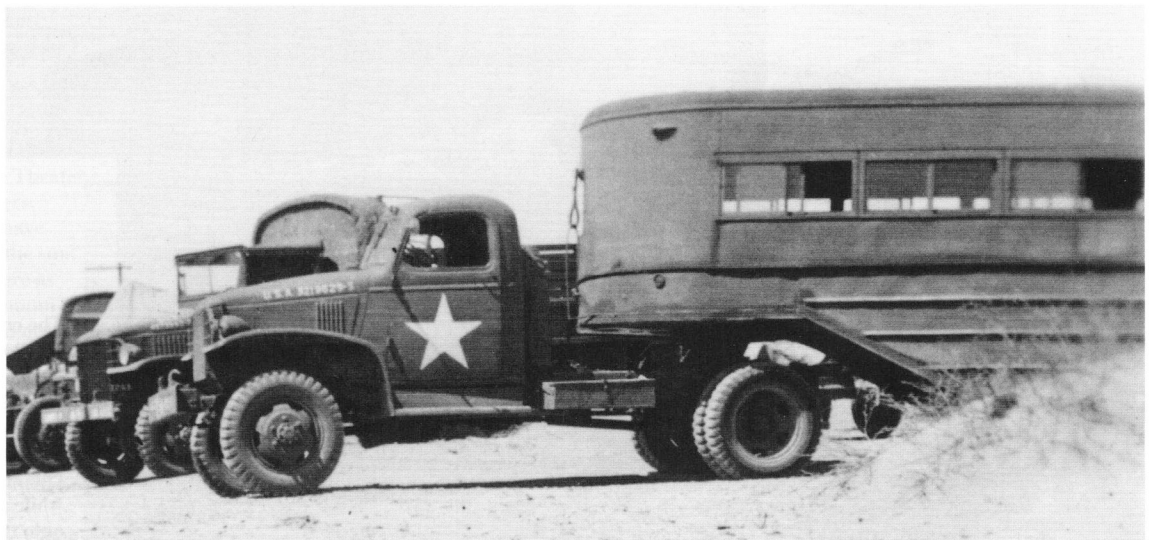
Two Chevrolet Bomb Service Trucks M6 of the U.S. Caribbean Defense Command, each towing two Bomb Trailers M5, wait for the order to load a B-17 Flying Fortress in Guatemala in May 1942. The bomb trailers are loaded with bombs of various sizes, with the bomb fin assemblies stowed on the vertical and horizontal bomb fin brackets at the front of the trailers. The Caribbean Defense Command was responsible for protecting the Panama Canal Zone. (MF)





A Chevrolet G-7113 tractor truck of the 805th Engineer Aviation Battalion with 3-ton van semitrailer in the Pacific Theater of Operations. The U.S. Army registration number W-358765 of the tractor truck is somewhat mysterious as it was originally assigned to a G-7107 cargo truck without winch. (MF)

A Chevrolet G-7113 tractor truck (U.S. Army registration number 3219629) with van semitrailer at the Desert Training Center in California. On the tractor truck the spare wheel is carried in vertical position just behind the cab, with the carrier mounted onto the frame. (MF)



A Chevrolet G-7113 tractor truck (U.S. Army registration number 3109791) of the 4th U.S. Air Force with 3 1/2-ton stake and platform semitrailer has slipped off the road and down a slope. The semitrailer is still attached to the tractor truck which features the later simplified version of the symmetrical radiator guard assembly with the bars welded to the front edge. A photo taken during the recovery of this combination is shown in Tankograd 6027 on page 9. (MF)



A Chevrolet K-51 panel van (U.S. Army registration number 370684) with 1-ton trailer K-52. Distinguishing external features compared with the basic G-7105 panel van are the duffle cabinets on the side panels, the roof-mounted ventilator, the transmitting antenna on the roof and the receiving antennas on the side panels for the Radio Set SCR-299 and the wire reels at the rear of the body. (U.S. Army/MF)

A Chevrolet K-51 panel van with 1-ton trailer K-52 in the Pacific Theater of Operations. On the trailer the front and rear curtains have been detached to provide access to the power unit PE-95 and to improve ventilation. The Radio Set SCR-299 is operated by a crew of four, with two soldiers in the driver's compartment and two radio operators sitting in the back of the truck. Radio Set SCR-299 is designed primarily to provide reliable headquarters communication for corps, division and other higher echelons. (U.S. Army/MF)



A Chevrolet K-51 panel van with 1-ton trailer K-52 on New Georgia, Solomon Islands, Southwest Pacific in June 1944. The cramped conditions for the radio operators in the van body are obvious and led to the introduction of the further improved Radio Set SCR-399, installed in Shelter HO-17-A and mounted on the cargo body of a GMC CCKW-353 2 1/2-ton 6x6 truck in early 1943. The photo offers a good view onto the PE-95 power plant with front and side racks, top bows, tarpaulin and curtains removed on the trailer, and onto the inside of the open back doors. The SCR-299 could provide voice or c-w (morse code) communication over a range of at least 100 miles (160 km), but during Operation Torch, the Allied invasion of North Africa, the SCR-299s were able to operate over distances up to 2,300 miles (3,680 km). (U.S. Army/MF)



This Chevrolet K-51 panel van (U.S. Army registration number 3103697) of the U.S.A.A.F. 568th AAF Base Unit, Air Transport Command at the Brownsville Army Airfield, Texas is used as a mobile control tower. The instructor sits relaxed on an elaborate platform construction which has been mounted on the front bumper and running boards. The starting or landing fighter plane is a Bell P-39 Airacobra. The unit trained pilots to ferry fighter planes to the various theater of operations. (U.S.A.A.F/MF)



A Chevrolet K-51 panel van with 1-ton K-52 trailer of the 327th Fighter Group, an operational training unit to train first P-40 Warhawk pilots and later P-47 Thunderbolt pilots. The photo was taken on October 14, 1943. Compared to the photo above the instructor's platform is a rather primitive construction, mounted on the front bumper with the rear part resting on the engine hood. (U.S.A.A.F/MF)



A Chevrolet K-51 panel van of the U.S. Navy. This vehicle has been transferred from the U.S. Army to the U.S. Navy, the original U.S. Army registration number, though illegible, is still visible on the engine hood. Besides the U.S. Navy also the U.S. Marine Corps received a number of K-51 panel vans. (MF)



A Signal Corps man interviews a pilot after a mission at the rear of a Chevrolet G-7105 panel van. (MF)



Left side view of an equipped G-7173 telephone maintenance and construction truck K-43 (U.S. Army registration number 007310) with the sliding roof of the truck body in open position. This clean and neat vehicle is attached to the 9th Service Command and features Corps of Engineer markings on the cab door. (U.S. Army/MF)



Telephone linemen of the 255th Signal Construction Company drill holes for telephone poles along the Alcan (Alaska) Highway in March 1943 (above) and in summer/autumn 1943 (below). The vehicle is a Chevrolet G-4112 telephone earth borer truck K-44. The horizontal control levers for the earth borer, to be operated from standing behind the truck, are clearly recognizable. (MF)



Earth borer and derrick can also be used for other tasks like assisting in the repair of the engine of a GMC CCKW-353 (above and below). The Chevrolet of the 255th Signal Construction Company is the same G-4112 telephone earth borer truck K-44 as on the photos on the left. (MF)





An U.S. Navy Chevrolet G-7173 K-43 truck (U.S. Navy registration number 630) in Tsingtao, China in 1946 (above and below). (MF)



Telephone linemen of Company B, 68th Signal Battalion beside their ditched Chevrolet G-7173 K-43 truck during the Louisiana Maneuvers in winter 1943/1944, awaiting recovery. (AS)



Telephone linemen of Company A, 96th Signal Battalion place a telephone pole in a new position at Mile 9 of the Ledo Road in India in February 1944, using a Chevrolet K-43 truck. (U.S. Army/MF)



A Chevrolet G-7173 K-43 truck of the 3352nd Signal Service Battalion, Army Communication Service at the Tempelhof Airfield in Berlin, Germany in 1945. (MF)



A line-up of Chevrolet turret trainer trucks, designated E-5 by the U.S.A.A.F., at a skeet range in May 1944. The trucks belong to a replacement training unit of the 3rd U.S. Air Force, and are armed for training purposes with skeet guns, not with machine guns. The E-5 in the center has the U.S. Army registration number 6092766, the registration numbers of the other two trucks are illegible. (U.S. Army Air Forces/MF)



Several E-5 turret trainer trucks at a gunnery school near Las Vegas, Nevada in August 1942. The stowage box at the rear of the trucks serves as a platform for the instructor. The E-5 trainer could be equipped with various turret rings to accommodate the upper turrets of several medium and heavy bombers. The reason for the erasing of several areas on this photo is not known, but it was carried out on the negative and not on the print. (U.S. Army Air Forces/MF)

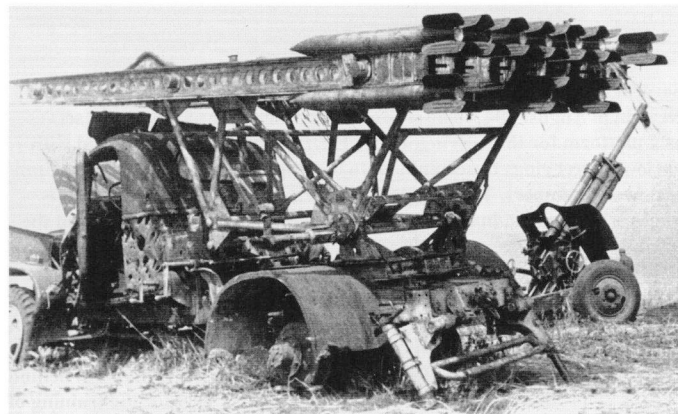
This Chevrolet truck with U.S. Army registration number 6092766 initially was delivered as a G-7103 chassis truck. A platform construction has been mounted onto the chassis. The purpose of both the truck and the wooden turret behind it is unknown, probably the truck is used for the training of airborne infantry. (MF)





A Red Army Chevrolet G-7107 cargo truck without winch during the fighting in Berlin in April 1945. This vehicle features the asymmetrical radiator guard assembly with blackout driving light and a wood cargo body. The Soviet Union received about 60,000 Chevrolet 1 ½-ton 4x4 trucks through Lend-Lease from the United States of America during World War II. In total, the Soviet Union received 60,475 1 ½-ton 4x4 cargo trucks plus 20 chassis trucks. Most likely these figures exclusively comprised of Chevrolet trucks, as 1 ½-ton 4x4 trucks of other makes like the Dodge T-203 were delivered to other Lend-Lease recipients like Great Britain. (MF)

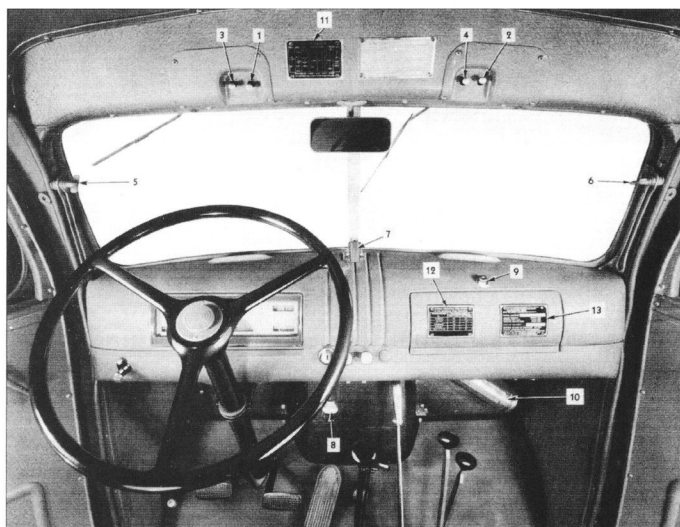
A destroyed Katyusha BM-13-16 multiple rocket launcher on Chevrolet 4x4 chassis, thoroughly stripped for parts. The front end sheet-metal has been removed to get free access to the engine. The BM-13-16 launcher consists of 16 132-mm rockets, arranged in two banks of 8 rockets each. The M-13 rocket has a maximum range of about 9,300 yd. (8.5 km). The cab is equipped with folding armor-plate shields to protect the windshield, the driver and the chief of section who fires the rockets electrically from within the cab against the blast. In contrast to the Studebaker US6/US6x4 trucks with BM-13-16 launcher the Chevrolet 1 ½-ton 4x4 trucks have firing jacks at the rear to stabilize the vehicle. The non-rotating mount only permits firing the rockets over the front of the vehicle. (MF)



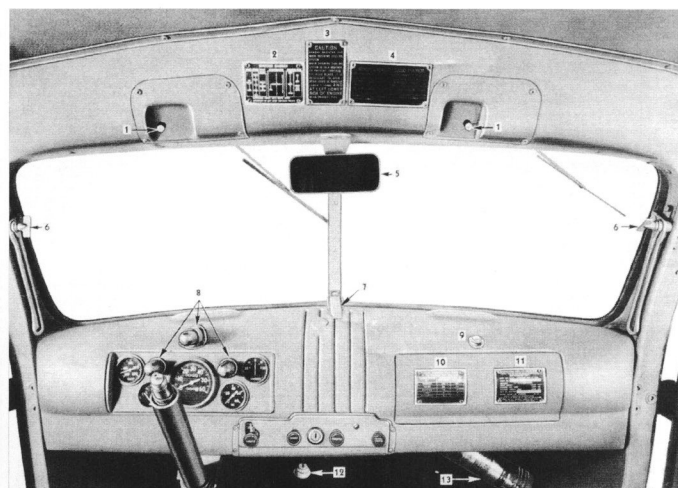
Two photos of another destroyed BM-13-16 multiple rocket launcher on Chevrolet 4x4 chassis in the Russian steppe in August 1943. (MF)



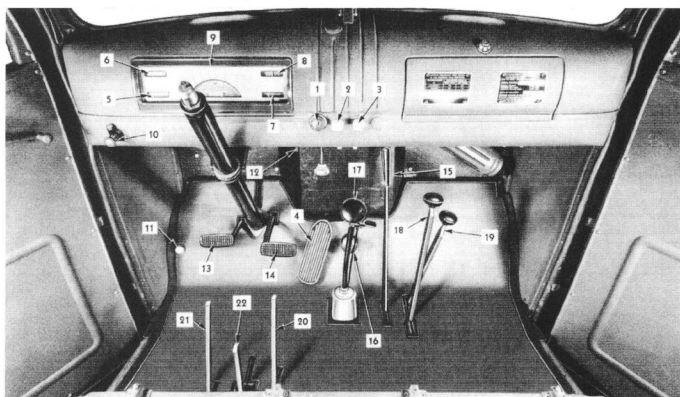
Cab Interior, Controls and Instruments



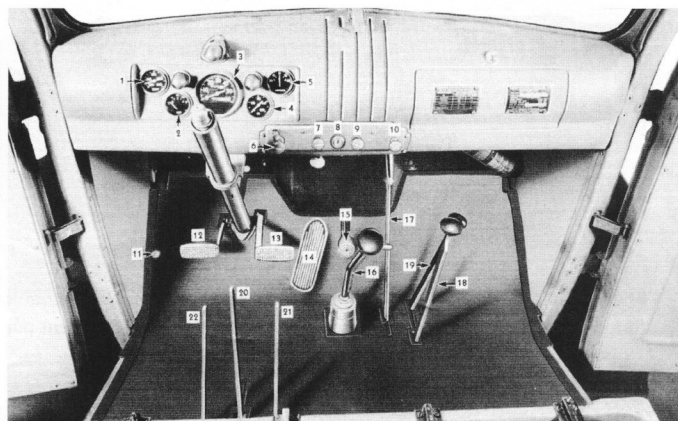
- 1 and 2—Windshield Wiper Switch
- 3 and 4—Windshield Wiper Speed Control Buttons
- 5 and 6—Windshield Quadrant Adjusting Screws
- 7—Windshield Center Lock
- 8—Ventilator Control Lever
- 9—Glove Compartment Lock
- 10—Fire Extinguisher
- 11—Shifting Diagram Plate
- 12—Maximum Permissible Road Speeds Plate
- 13—Serial Number and Load Data Plate



- 1—Windshield Wiper Switch
- 2—Shifting Diagram Plate
- 3—Cooling System Draining Caution Plate
- 4—Winch Operation Instruction Plate
- 5—Rear View Mirror
- 6—Windshield Quadrant Adjusting Screws
- 7—Windshield Center Lock
- 8—Instrument Lights
- 9—Glove Compartment Lock
- 10—Maximum Permissible Road Speeds Plate
- 11—Serial Number and Load Data Plate
- 12—Cowl Ventilator Control Lever
- 13—Fire Extinguisher



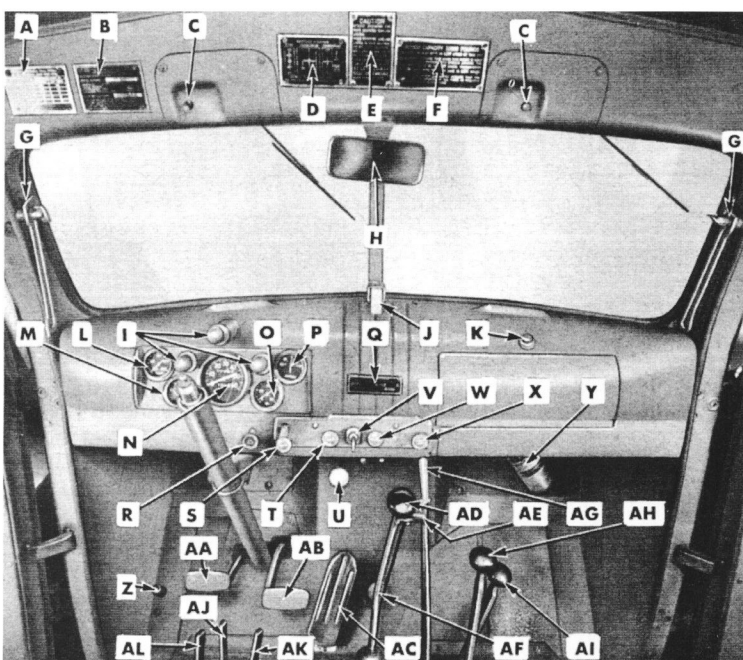
- 1—Ignition Switch
- 2—Hand Throttle
- 3—Carburetor Choke
- 4—Accelerator
- 5—Fuel Gauge
- 6—Temperature Indicator
- 7—Oil Gauge
- 8—Ammeter
- 9—Speedometer
- 10—Lighting Switch
- 11—Headlight Dimmer Switch
- 12—Instrument Light Switch
- 13—Clutch Pedal
- 14—Brake Pedal
- 15—Hand Brake Lever
- 16—Starter Switch Pedal
- 17—Transmission Gearshift Lever
- 18—Transfer Case Shifting Lever
- 19—Front Axle Control Lever
- 20—Hoist Valve Control Lever
- 21—Hoist Power Take-Off Lever
- 22—Winch Control Lever



- 1—Temperature Indicator
- 2—Fuel Gauge
- 3—Speedometer
- 4—Oil Pressure Gauge
- 5—Ammeter
- 6—Lighting Switch
- 7—Carburetor Choke
- 8—Ignition Switch
- 9—Hand Throttle
- 10—Instrument Light Switch
- 11—Headlight Dimmer Switch
- 12—Clutch Pedal
- 13—Clutch Pedal
- 14—Brake Pedal
- 15—Hand Brake Lever
- 16—Starter Switch Pedal
- 17—Transmission Gearshift Lever
- 18—Transfer Case Shifting Lever
- 19—Front Axle Control Lever
- 20—Winch Power Take-off Control Lever
- 21—Hoist Valve Control Lever
- 22—Hoist Power Take-off Control Lever

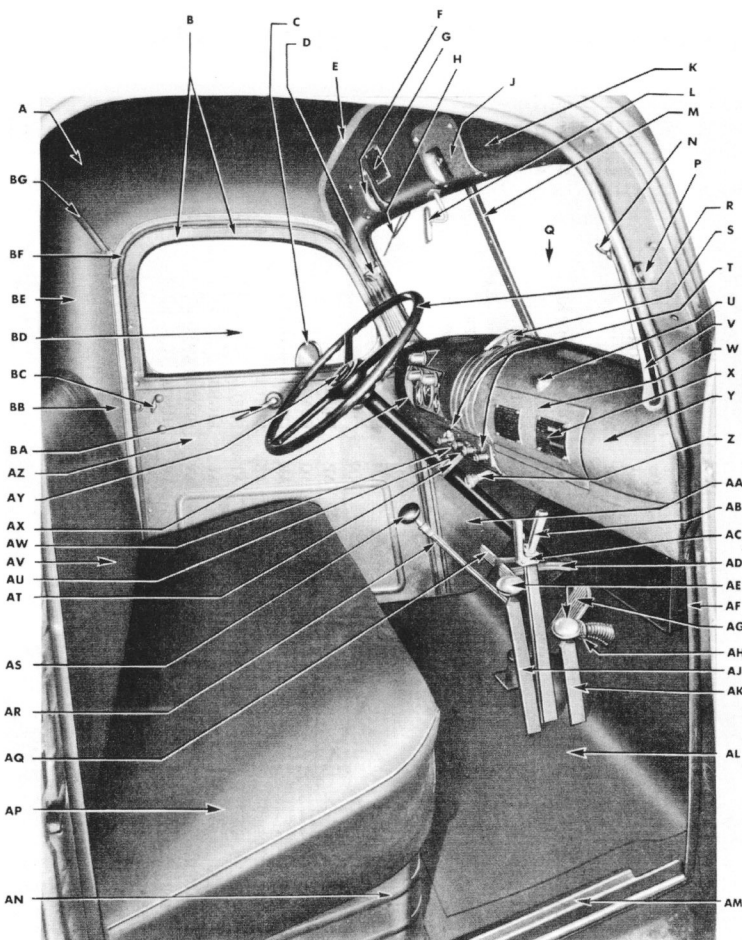
Cab interior with driver's controls and civilian-type instrument panel as installed in earlier vehicles from August 1940 to about mid-1941.

Cab interior with driver's controls and military instrument panel as shown in TM 10-1127 from August 1941.

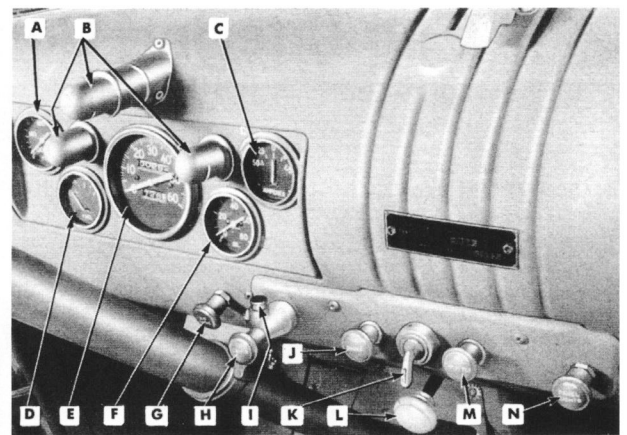
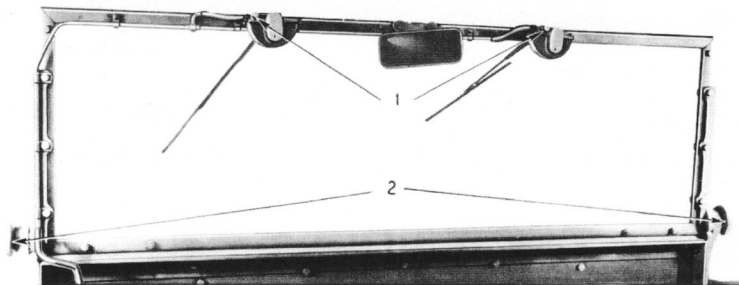


- A—ROAD SPEED PLATE
- B—SERIAL NUMBER AND LOAD DATA PLATE
- C—WINDSHIELD WIPER SWITCH
- D—SHIFTING DIAGRAM PLATE
- E—COOLING SYSTEM CAUTION PLATE
- F—WINCH OPERATION INSTRUCTION PLATE
- G—WINDSHIELD QUADRANT ADJUSTING SCREWS
- H—REAR VIEW MIRROR
- I—INSTRUMENT LIGHTS
- J—WINDSHIELD CENTER LOCK
- K—GLOVE COMPARTMENT LOCK
- L—TEMPERATURE INDICATOR
- M—FUEL GAGE
- N—SPEEDOMETER
- O—OIL PRESSURE GAGE
- P—AMMETER
- Q—PUBLICATION DATA PLATE
- R—BLACKOUT DRIVING LIGHT SWITCH
- S—LIGHT SWITCH
- T—CARBURETOR CHOKE
- U—COWL VENTILATOR CONTROL LEVER
- V—IGNITION SWITCH
- W—HAND THROTTLE
- X—INSTRUMENT LIGHT SWITCH
- Y—FIRE EXTINGUISHER
- Z—HEADLIGHT DIMMER SWITCH
- AA—CLUTCH PEDAL
- AB—BRAKE PEDAL
- AC—FOOT ACCELERATOR
- AD—TRANSMISSION GEARSHIFT LEVER
- AE—TRANSMISSION REVERSE GEAR LATCH
- AF—STARTING SWITCH PEDAL
- AG—HAND BRAKE LEVER
- AH—TRANSFER CASE SHIFTING LEVER (HIGH—LOW GEAR)
- AI—FRONT AXLE SHIFTING LEVER
- AJ—WINCH POWER TAKE-OFF CONTROL LEVER
- AK—HOIST VALVE CONTROL LEVER
- AL—HOIST POWER TAKE-OFF CONTROL LEVER

Cab interior with driver's controls and military instrument panel as shown in TM 9-805 from December 1943. The road speed plate (A) and the serial number plate (B) have been relocated from the glove compartment door to the windshield header panel just ahead of the driver. The publication data plate (Q) was added about mid-1942.

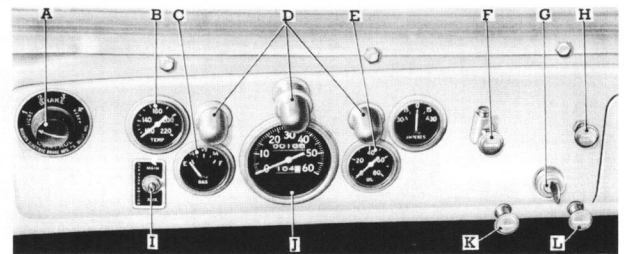


Side view of the cab interior with driver's controls and instrument panel.



- | | |
|---------------------------------|---------------------------------|
| A—TEMPERATURE INDICATOR | H—LIGHT SWITCH |
| B—INSTRUMENT PANEL LIGHTS | I—BLACKOUT LIGHT BUTTON |
| C—AMMETER | J—CARBURETOR CHOKE CONTROL |
| D—FUEL GAGE | K—IGNITION SWITCH |
| E—SPEEDOMETER | L—COWL VENTILATOR CONTROL LEVER |
| F—OIL PRESSURE GAGE | M—HAND THROTTLE |
| G—BLACKOUT DRIVING LIGHT SWITCH | N—INSTRUMENT PANEL LIGHT SWITCH |

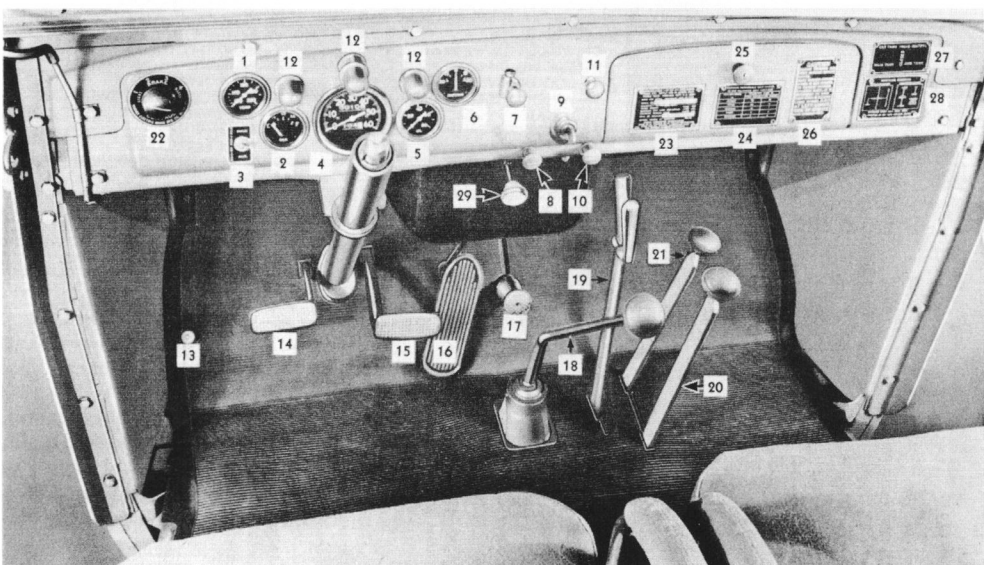
Instruments and switches (closed cab).



- | | |
|---------------------------------------|--------------------------------------|
| A—TRAILER ELECTRIC BRAKE LOAD CONTROL | G—IGNITION SWITCH |
| B—TEMPERATURE INDICATOR | H—PANEL LIGHT SWITCH |
| C—FUEL GAGE | I—FUEL GAGE GAS TANK SELECTOR SWITCH |
| D—PANEL LIGHTS | J—SPEEDOMETER |
| E—OIL PRESSURE GAGE | K—CARBURETOR CHOKE |
| F—LIGHTING SWITCH | L—HAND THROTTLE |

Instruments and switches (bomb service).

Windshield and wiper controls (bomb service). The windshield can be lowered onto the engine hood by loosening the windshield quadrant clamp-screws (2).

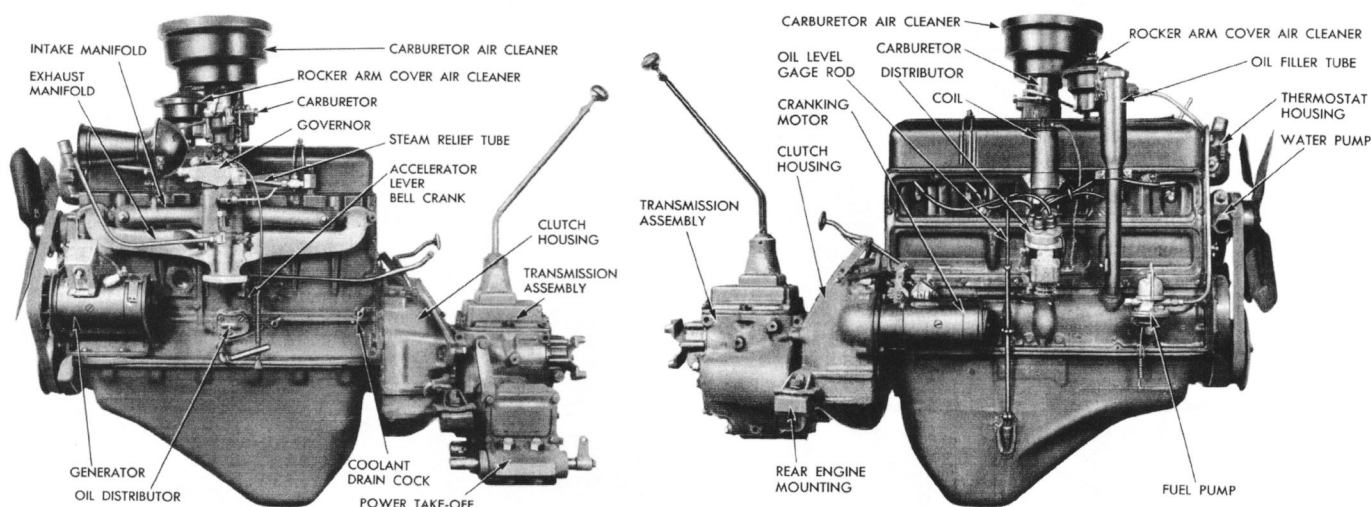


- | |
|--|
| 1—Temperature Gage Indicator |
| 2—Fuel Gage |
| 3—Fuel Gage Gas Tank Selector Switch |
| 4—Speedometer |
| 5—Oil Pressure Gage |
| 6—Ammeter |
| 7—Lighting Switch |
| 8—Carburetor Choke |
| 9—Ignition Switch |
| 10—Hand Throttle |
| 11—Panel Light Switch |
| 12—Panel Lights |
| 13—Headlight Dimmer Switch |
| 14—Clutch Pedal |
| 15—Brake Pedal |
| 16—Accelerator |
| 17—Starter Switch Pedal |
| 18—Transmission Gearshift Lever |
| 19—Hand Brake Lever |
| 20—Transfer Case Shifting Lever |
| 21—Front Axle Control Lever |
| 22—Trailer Electric Brake Load Control |
| 23—Serial Number and Load Data Plate |
| 24—Maximum Permissible Road Speeds Plate |
| 25—Glove Compartment Lock |
| 26—Cooling System Draining Caution Plate |
| 27—Gas Tank Valve Control Plate |
| 28—Shifting Diagram Plate |
| 29—Ventilator Control Lever |

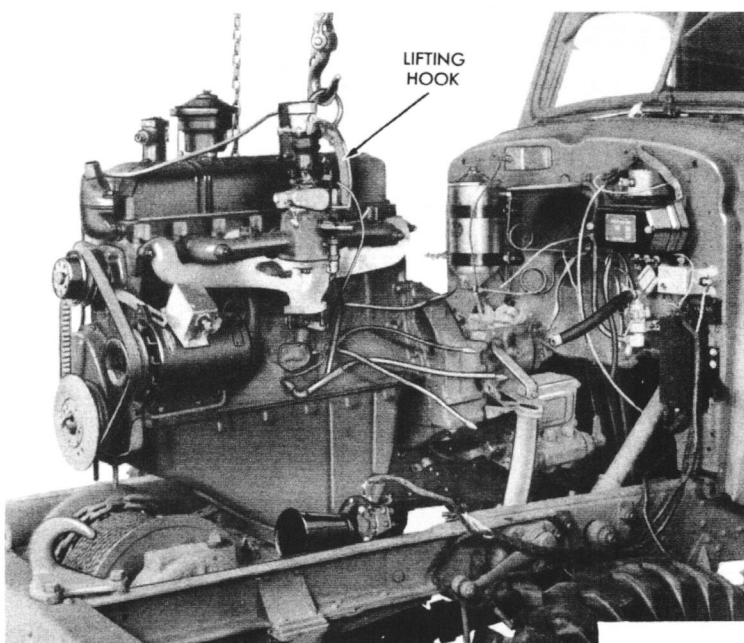
Cab interior with driver's controls and instrument panel (bomb service).



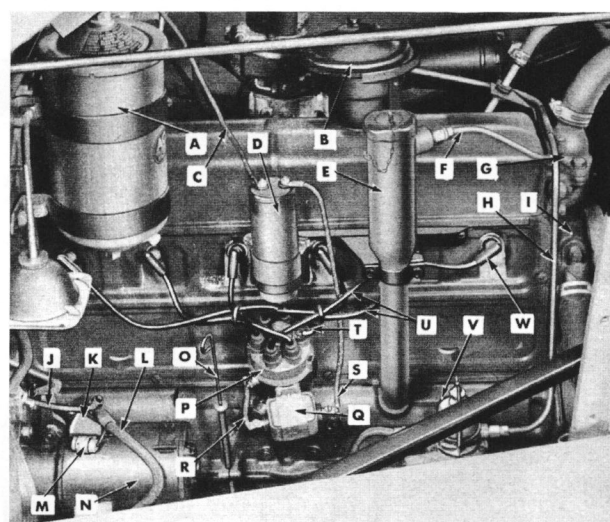
Engine, Power Train and Chassis



Chevrolet BV-1001 up engine assembly with clutch and transmission, left and right side view.

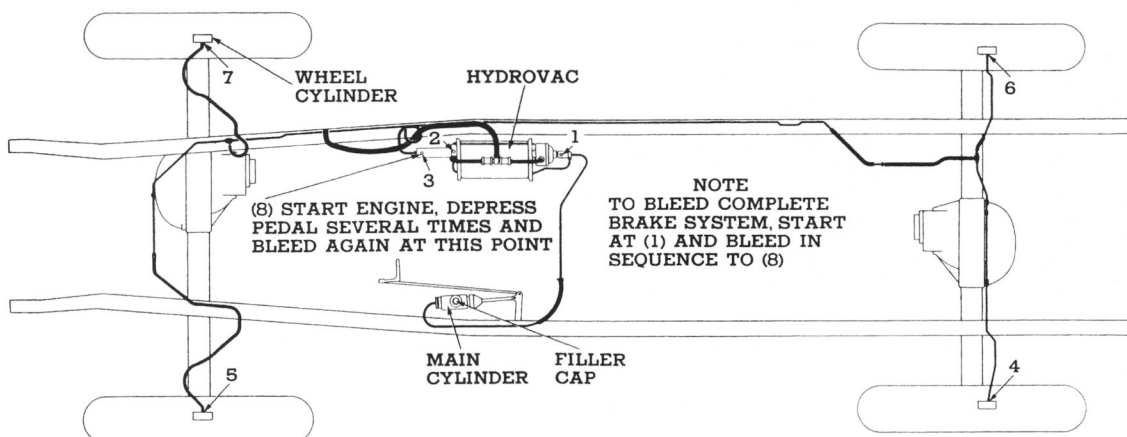


Removal of engine assembly.

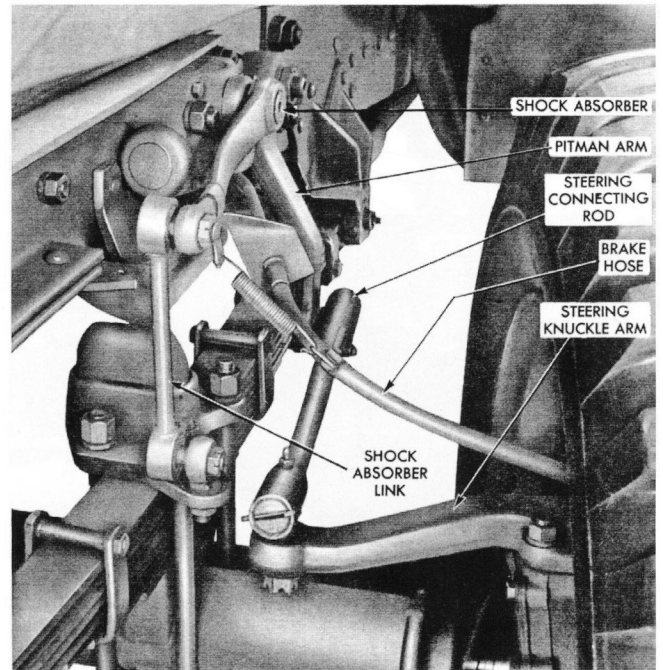
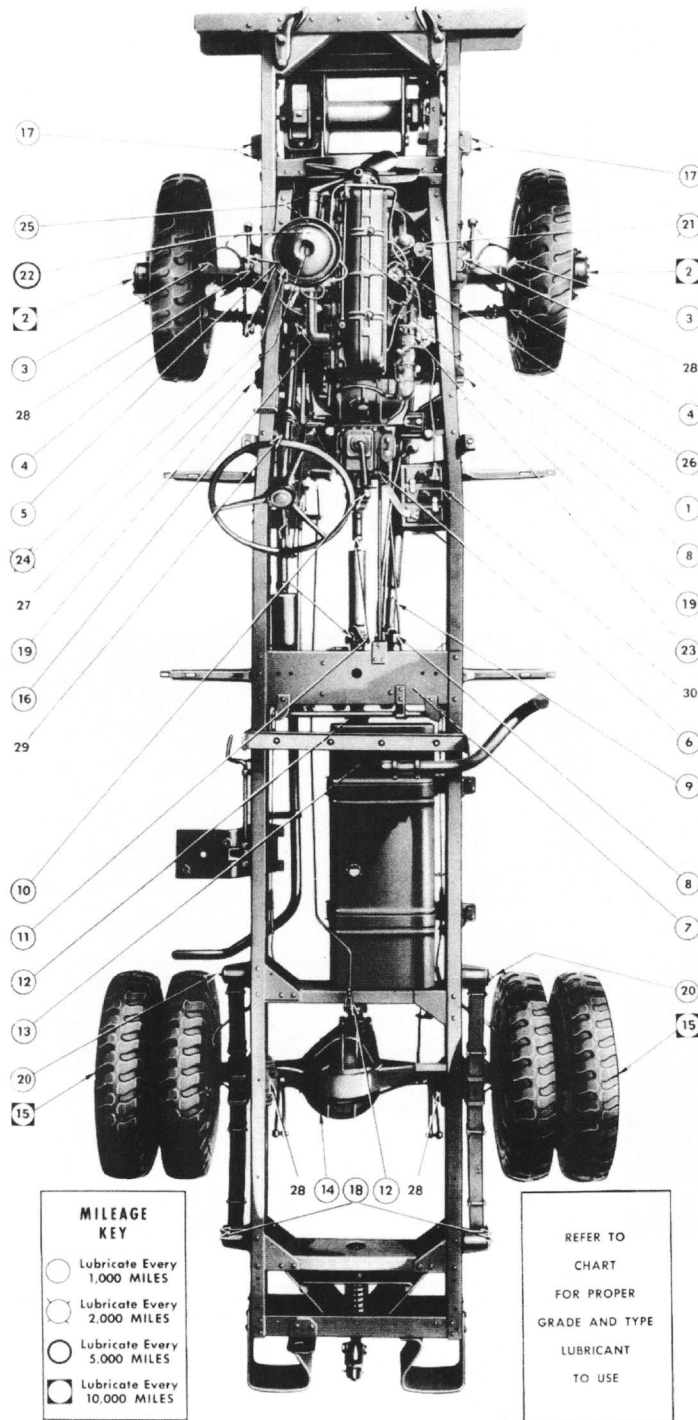


- A—OIL FILTER
- B—ROCKER ARM COVER AIR CLEANER
- C—PRIMARY LEAD—IGNITION SWITCH TO COIL
- D—IGNITION COIL
- E—OIL FILLER TUBE
- F—CRANKCASE VENTILATOR VACUUM LINE
- G—THERMOSTAT HOUSING
- H—FUEL PUMP TO CARBURETOR LINE
- I—WATER PUMP
- J—AMMETER TO CRANKING MOTOR SWITCH WIRE
- K—CRANKING MOTOR SWITCH
- L—BATTERY POSITIVE CABLE
- M—CRANKING MOTOR CONDENSER
- N—CRANKING MOTOR
- O—OIL LEVEL GAGE ROD
- P—DISTRIBUTOR
- Q—DISTRIBUTOR FILTER
- R—PRIMARY LEAD—FILTER TO IGNITION POINTS
- S—PRIMARY LEAD—COIL TO DISTRIBUTOR FILTER
- T—SECONDARY LEAD—COIL TO DISTRIBUTOR
- U—SPARK PLUG WIRES
- V—FUEL PUMP
- W—SPARK PLUG SUPPRESSORS

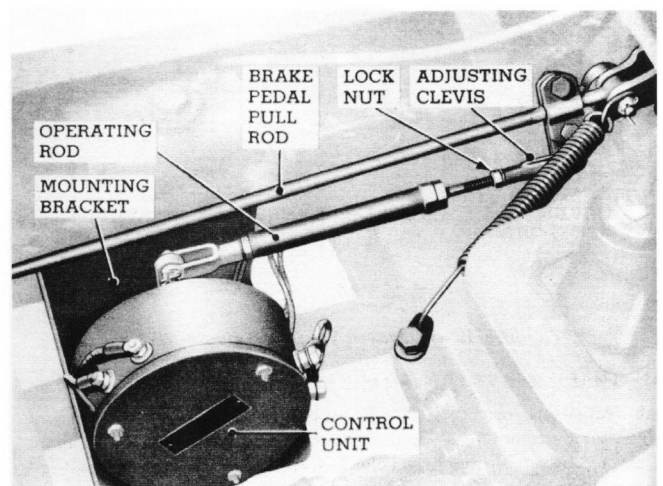
Right side of engine compartment.



Brake system.



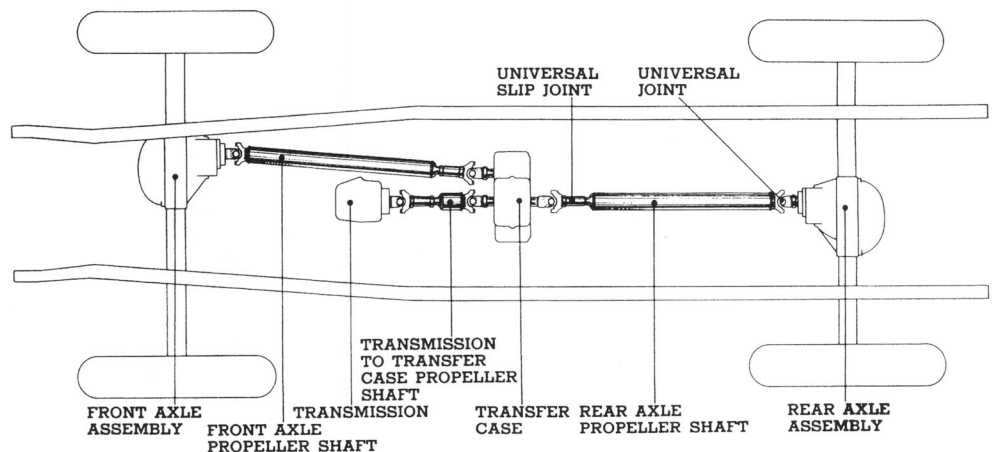
Left front spring, shock absorber and steering gear components installed.



Electric trailer brake installed (bomb service and tractor truck), mounted under the driver's compartment floor boards and connected to the truck's foot brakes. A load control unit on the instrument panel is used to set the load control in accordance with the weight of the loaded trailer.

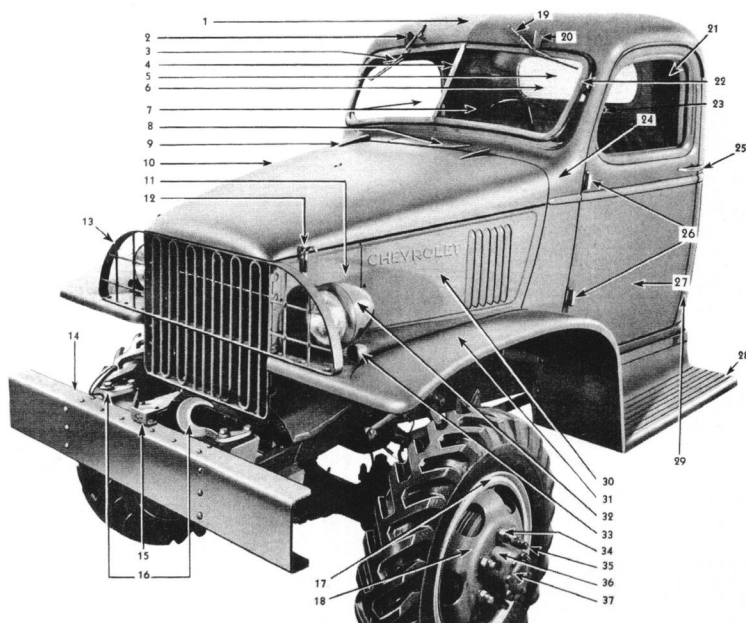
Top view of chassis. The lubrication order from TM 10-1461 of April 1942 shows the position and the layout of the power train components, the suspension and the frame assembly of a winch-equipped vehicle. Earlier vehicles have a fuel-tank filler-neck with a cap of 2 1/16 in. (52 mm) diameter while later vehicles have a wider fuel-tank filler-neck with a cap of 4 21/32 in. (118 mm) diameter.

Location of propeller shafts.

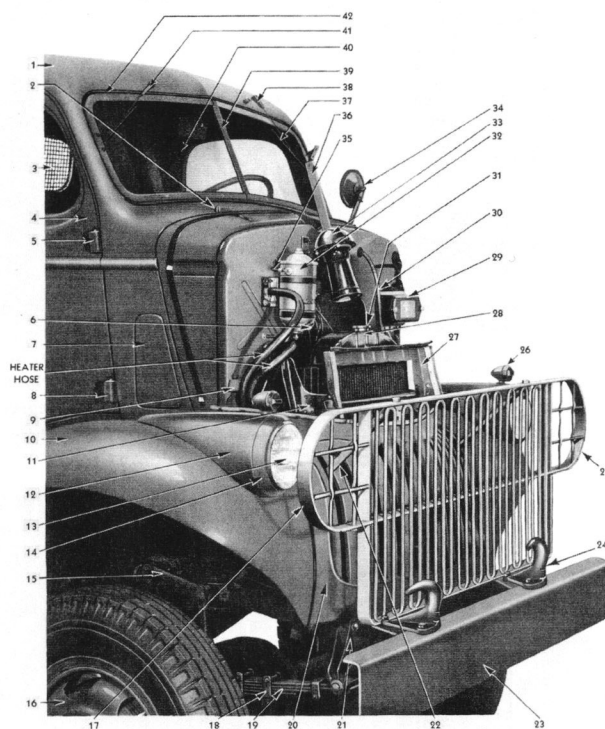




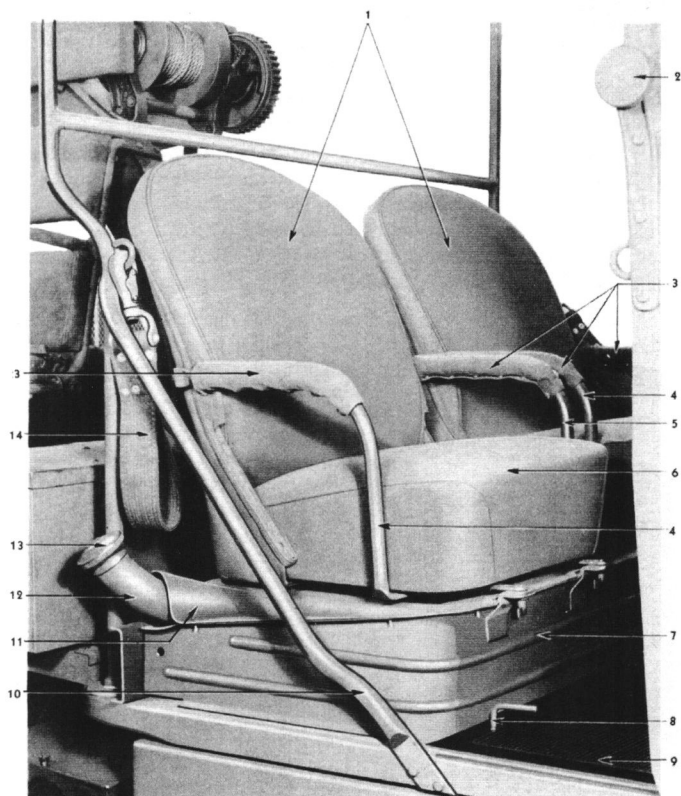
Cab, Body and Equipment



Front end and cab, all models except bomb service and C.O.E.

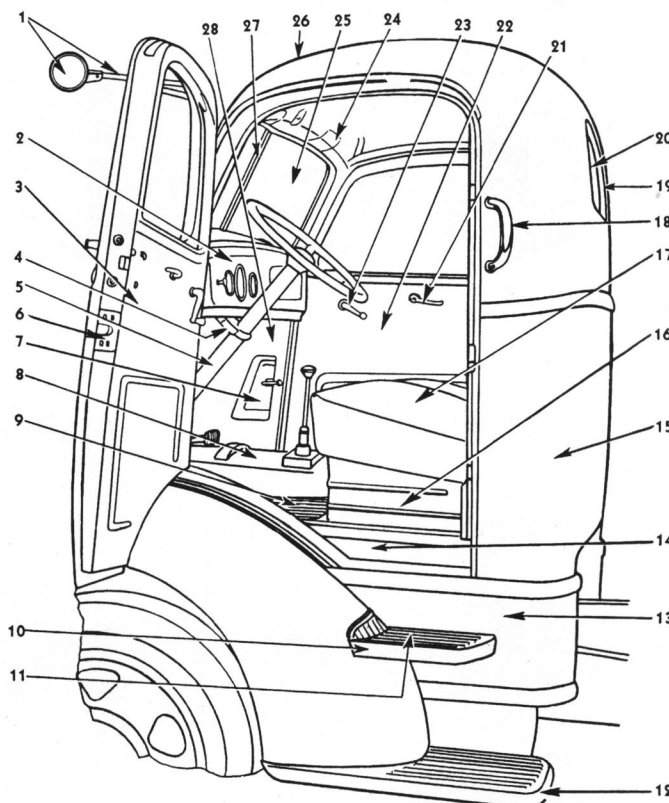


C.O.E. truck, front end with engine hood removed. The cab is mounted on a subframe which is riveted to the frame side rails.



- | | |
|------------------------------|------------------------------|
| 1 Front Seat Back Cover | 8 Gas Tank Shut-Off Valve |
| 2 Windshield Bracket Nut | 9 Floor Mat |
| 3 Seat Arm Trim | 10 Canopy Support |
| 4 Seat Arm—R. H. | 11 Seat Riser Cover Panel |
| 5 Seat Arm—L. H. | 12 Gasoline Tank Filler Neck |
| 6 Front Seat Cushion Cover | 13 Gasoline Tank Cap |
| 7 Front Seat Panel and Riser | 14 Front Seat Safety Strap |

Bomb service truck, front seats.



- | | | |
|---------------------------|----------------------------|--------------------------------------|
| 1 Mirror | 11 Fender Step Pad | 21 Remote Control Handle |
| 2 Instrument Panel | 12 Running Board | 22 Trim Panel |
| 3 Door | 13 Body Side Filler Panel | 23 Regulator Handle |
| 4 Bracket | 14 Door Sill Panel | 24 Cover Panel |
| 5 Steering Gear Housing | 15 Body Lower Panel | 25 Windshield Glass |
| 6 Door Bumper Wedge Plate | 16 Platform and Seat Riser | 26 Body Upper Panel |
| 7 Ventilator Cover | 17 Seat Cushion | 27 Windshield Division Reinforcement |
| 8 Engine Cover | 18 Assist Handle | 28 Cowl Side Trim Panel |
| 9 Floor Mat | 19 Window Guard | |
| 10 Fender Step | 20 Window Glass | |

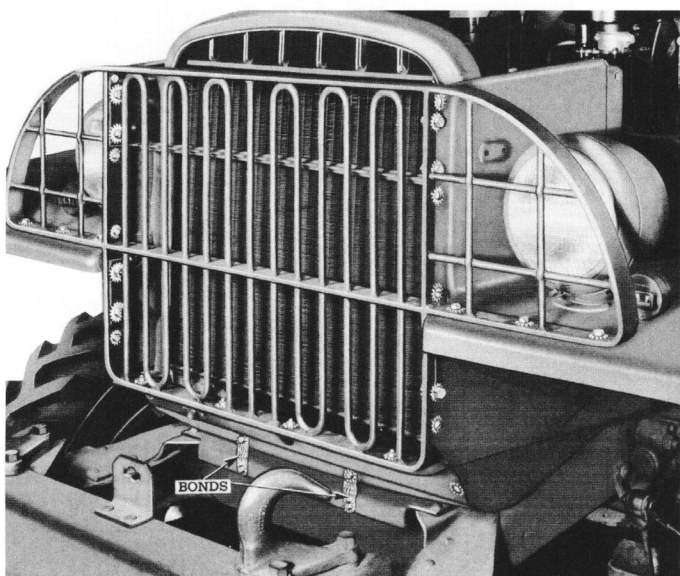
C.O.E. (cab-over-engine) truck, cab assembly.



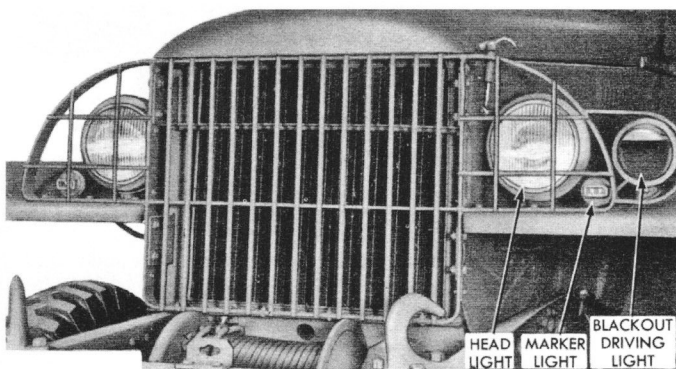
Side view of the closed cab of a Chevrolet cargo truck (U.S. Army registration number 370817). The cab is very similar to the closed cab model 1574 of the GMC CCKW, sharing parts to a certain degree. The mirror arm was mounted on the upper door hinge throughout the whole production run.



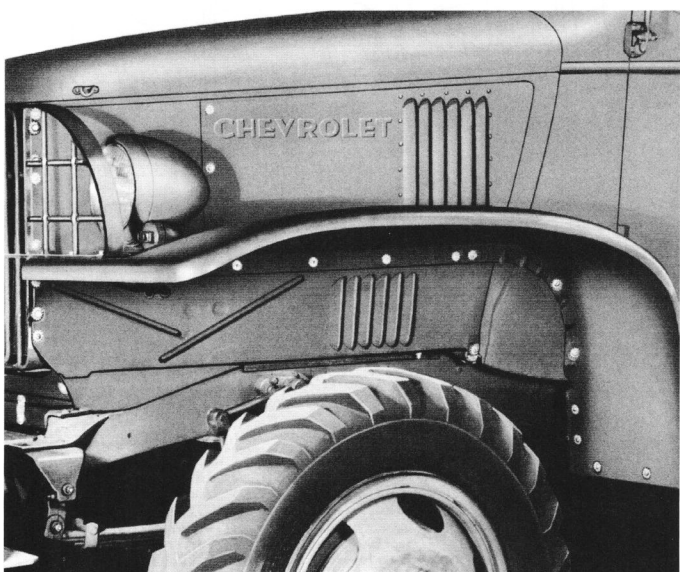
Side view of the closed cab of a Chevrolet dump truck. The small cast lever on the body front panel is the tailgate release lever.



Front end with bumper, towing hooks and radiator guard assembly. The radiator guard assembly with integral headlight guards is the earlier symmetrical type with "snake-type" vertical bars in front of the radiator and headlight guards with inboard bars.



Front end with bumper, towing hooks and radiator guard assembly (vehicles equipped with winch). The radiator guard assembly with integral headlight guards is the later asymmetrical type to include the blackout driving light with simple vertical bars welded to the front edge of the radiator and headlight guards. The ORD 9 parts list mentions only these two types but the improved design with the bars welded to the front edge to facilitate production can also be found on later symmetrical radiator guard assemblies.

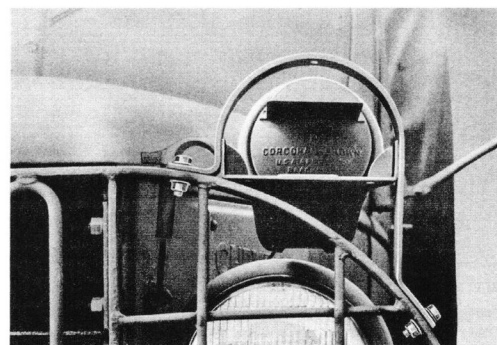


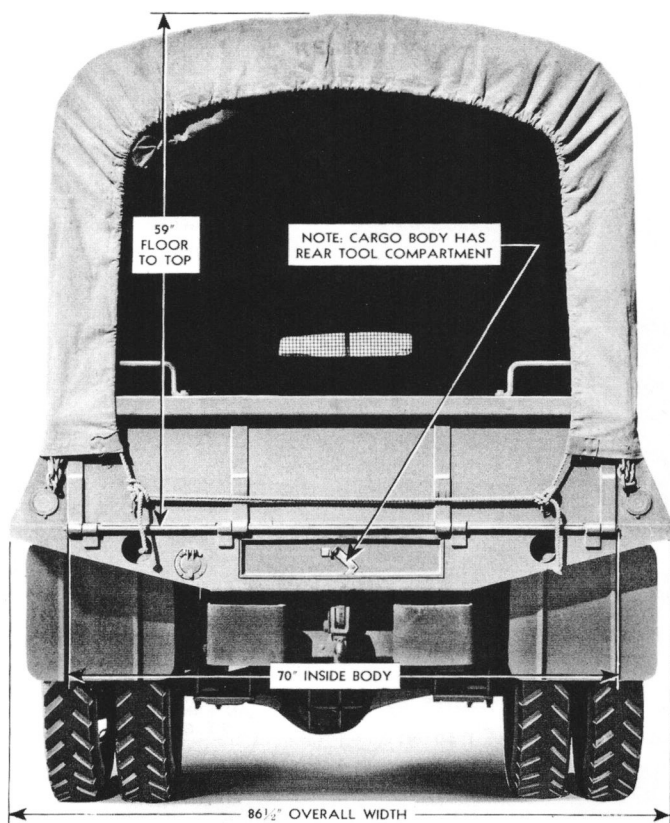
Front end (left side view) with engine hood, engine-hood side-panel, front fender and fender skirt.



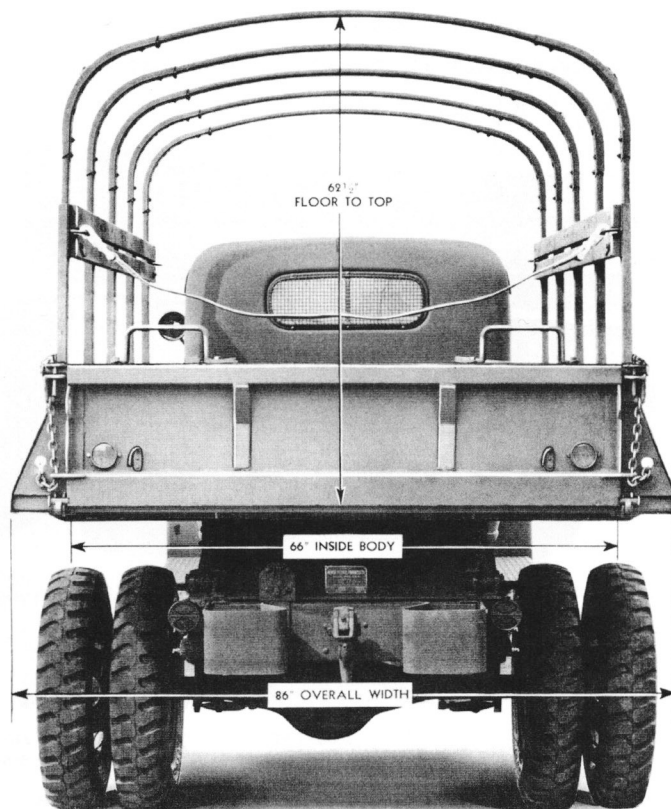
Left engine-hood side-panel with stamped Chevrolet logo and the six ventilating louvers (the GMC CCKW has twelve louvers). The Chevrolet logo was later deleted in accordance with an Army regulation. This most likely happened in early 1943 parallel with the deletion of the GMC logo on the GMC CCKW.

Field-installed blackout driving light.

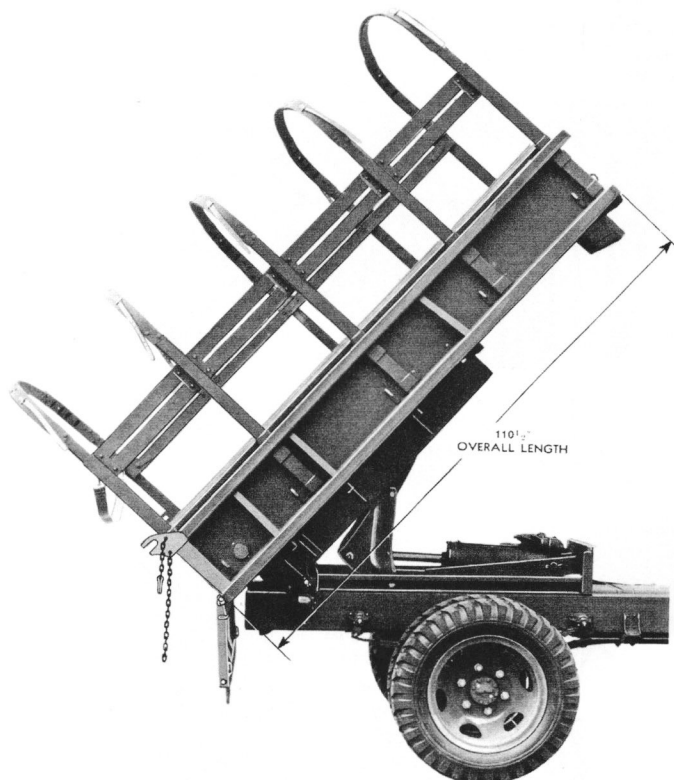




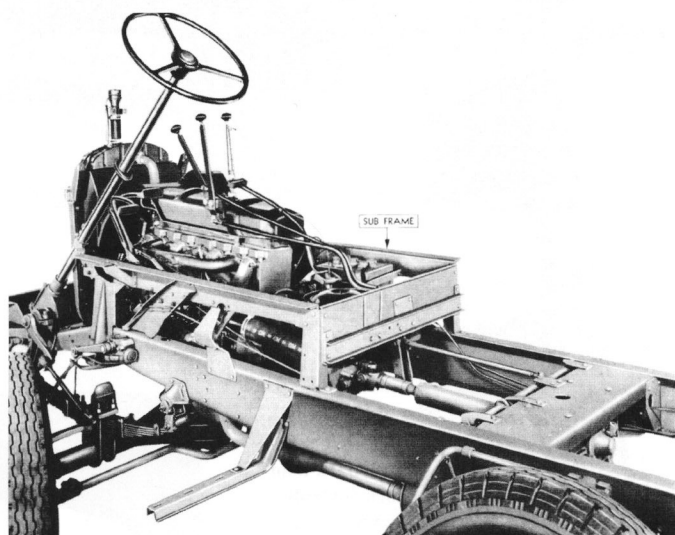
Steel cargo body as manufactured by the Edward G. Budd Mfg. Co., rear view.



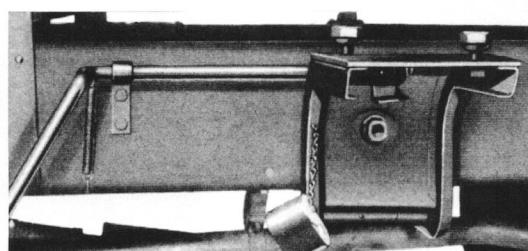
Dump body, rear view. Dump body and hoist assemblies of three different makes are used on the Chevrolet 1 1/2-ton 4x4 chassis, manufactured by Hercules Steel Products and The Heil Co. and later also by the Perfection Steel Body Co. The manufacturers built both the body and the hydraulic hoist, with the main differences lying in the layout of the hydraulic hoist system. Troop seats and side racks were not only provided on the cargo trucks but also on the dump trucks to transport personnel.



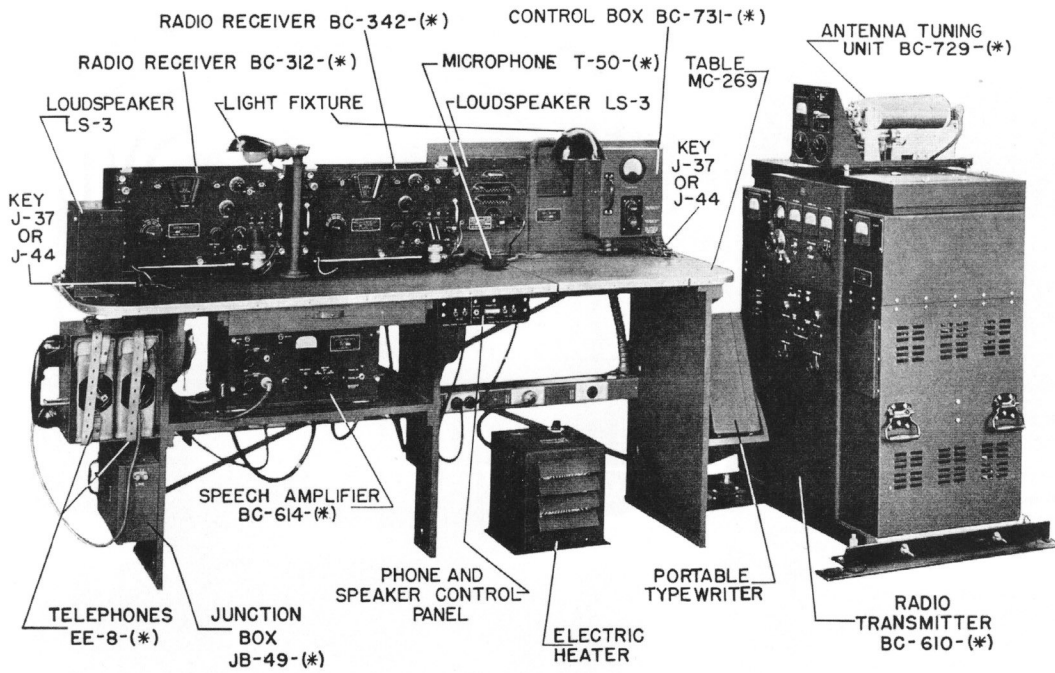
Dump body raised. The hoist is mounted in a subframe and hydraulically raises the front end of the body so that the load can be dumped from the body through the hinged tail gate at the rear. The tail gate is hinged at the bottom, the release lever is mounted to the body front panel on the driver's side. Two levers in the driver's compartment are required to operate the hoist. One engages the power take-off to drive the hoist pump, and the other controls the valve for raising, holding or lowering the dump body.



Attachment of cab subframe to frame, C.O.E. (cab-over-engine) truck.

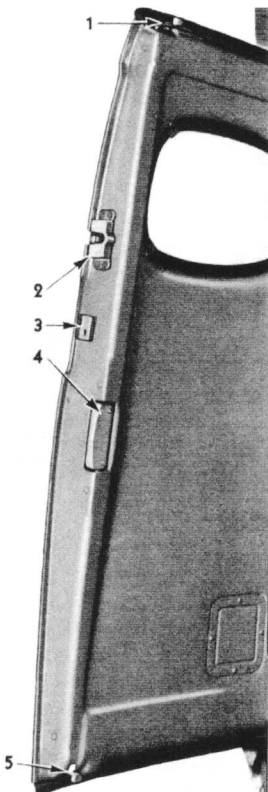
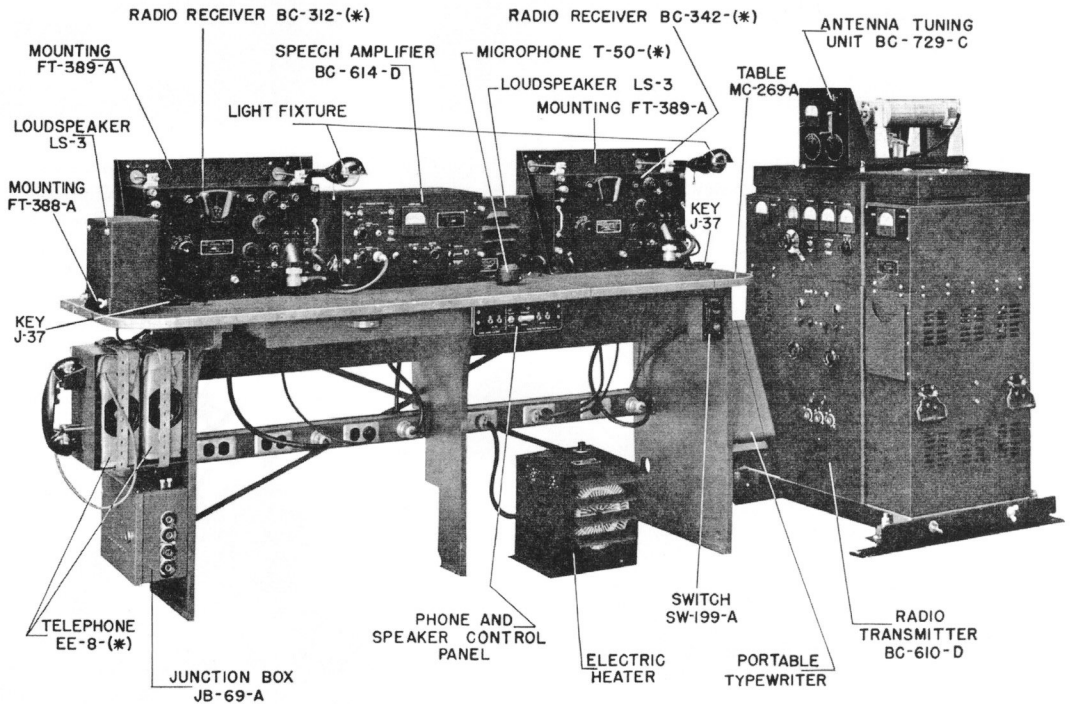


Spare tire carrier on left frame side rail (most models).

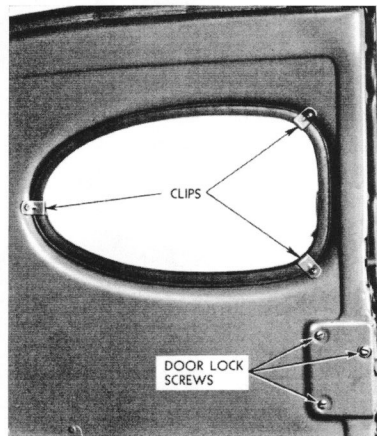


Radio Set SCR-299-A, -B and -C, operating components (K-51 panel van). Radio Sets SCR-299-A and -B differ from each other only in the type and quantity of accessories. Radio Set SCR-299-C differs from SCR-299-B in accessories and cording arrangements between Truck K-51 and Trailer K-52. The main component of the SCR-299 series is Radio Transmitter BC-610-A, -B, -C or -D respectively, manufactured by the Hallicrafters Company. The operators are sitting on Chest CH-89 (seat bench) which has 4-in. (10 cm) cushions mounted on each lid covering its spare parts compartments.

Radio Set SCR-299-D, operating components (K-51 panel van). Radio Set SCR-299-D differs from SCR-299-C in using Radio Transmitter BC-610-D, relocation of components and a number of smaller improvements and changes.

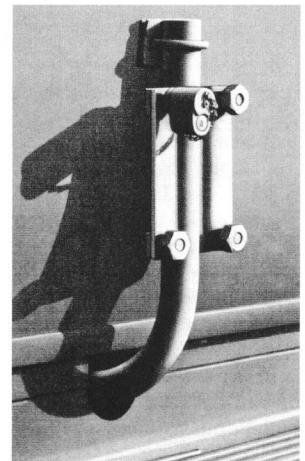


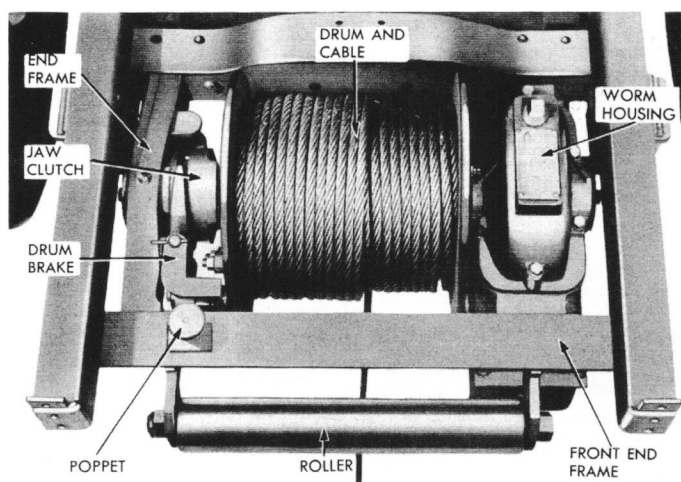
Left back door lock controls (panel van). By pushing the inside lock handle (4) forward, the two control rods (1) and (5) are released, permitting the door to open.



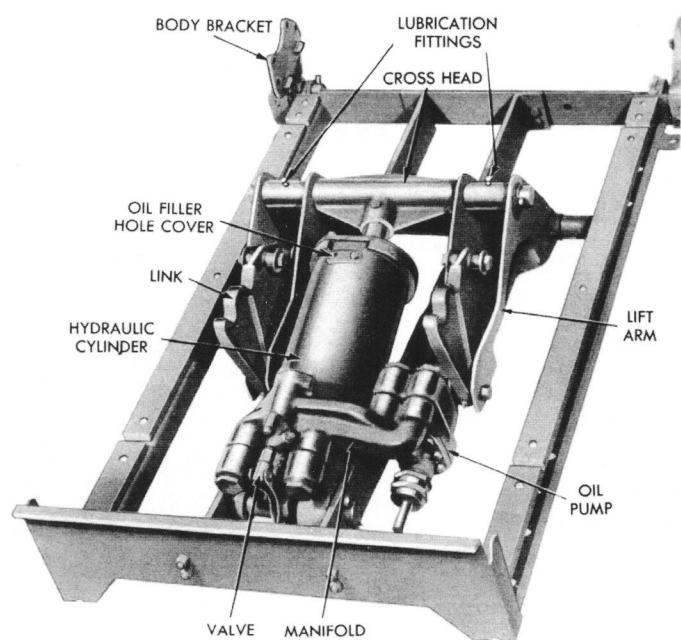
Back door window (panel van).

Spare tire carrier on the left side of the body just ahead of the rear wheel housing, bolted to the left frame side rail and attached at the top to the body by means of a "U" bolt (panel van except K-51).

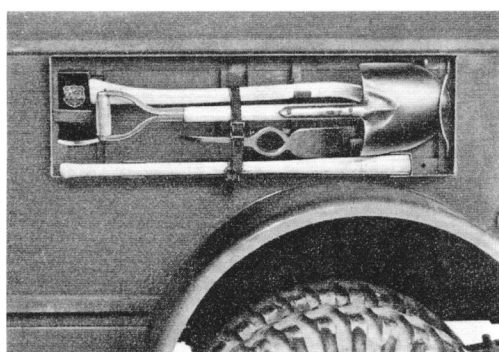




Front-mounted Gar Wood or Heil 2U-512 winch installed.

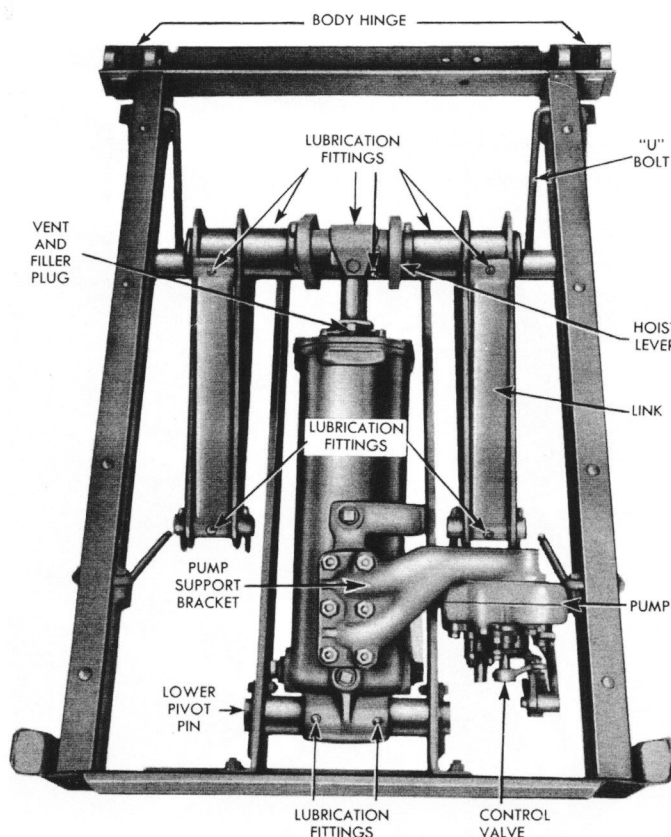
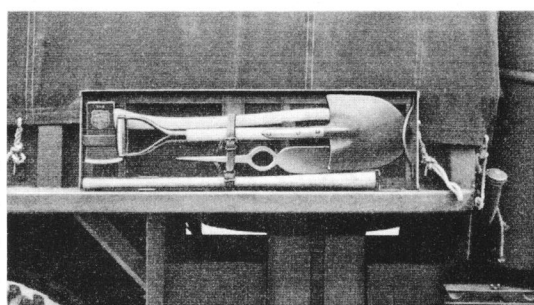


Hercules K.D.O. hydraulic hoist (dump trucks).

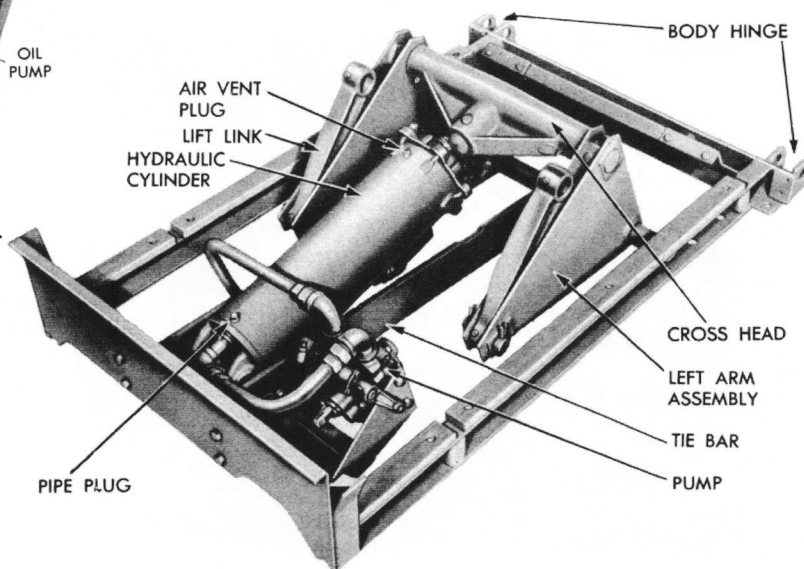


Installation of pioneer tool rack (panel van) on left side of body.

Installation of pioneer tool rack (cargo trucks) on right side of body.

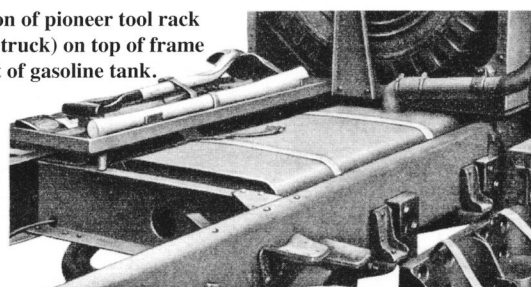


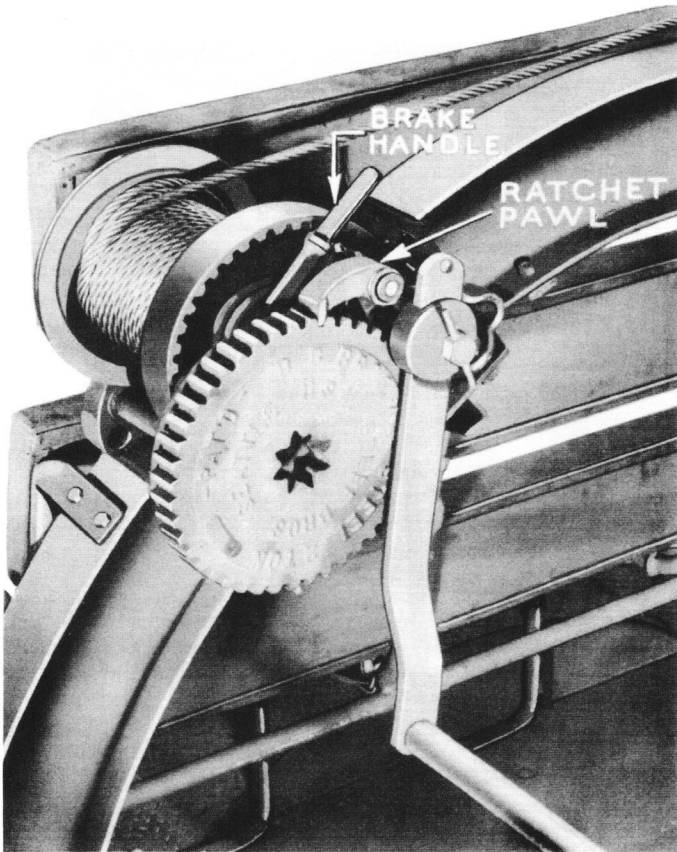
Heil SL-1 hydraulic hoist (dump trucks).



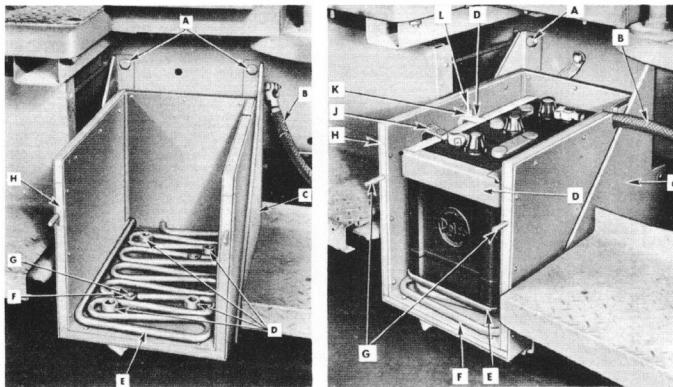
Perfection 615 Special hydraulic hoist (dump trucks).

Installation of pioneer tool rack (tractor truck) on top of frame left of gasoline tank.



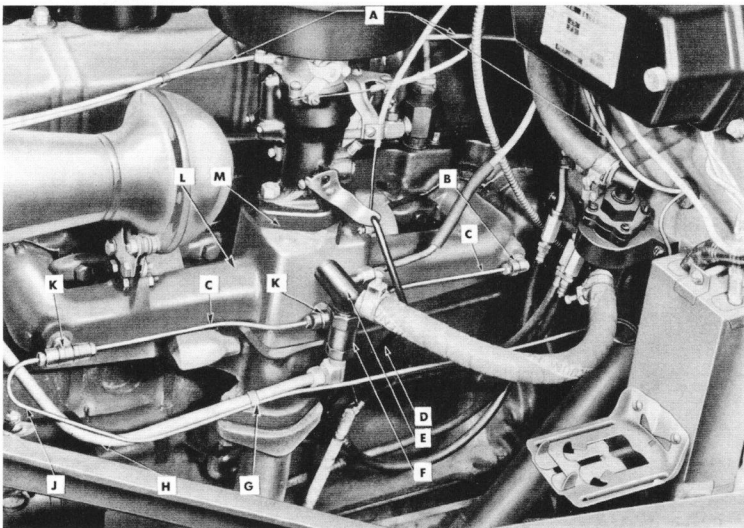
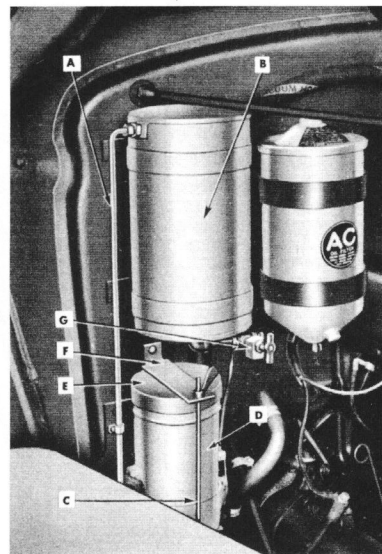


2-ton Beebe bomb handling hoist (bomb service truck). These 2-ton hoists were manufactured by Beebe Bros., the Braden Winch Co. and the American Coach & Body Co., the latter winches also being known as Holan winches.

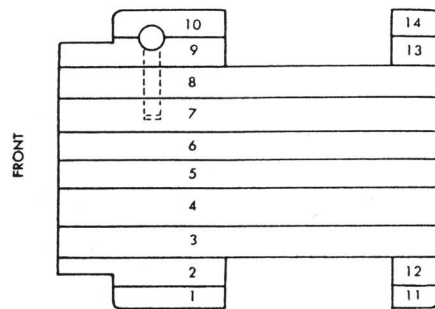


Insulated battery box and heating coil with battery removed and insulated battery box with battery installed (bomb service truck).

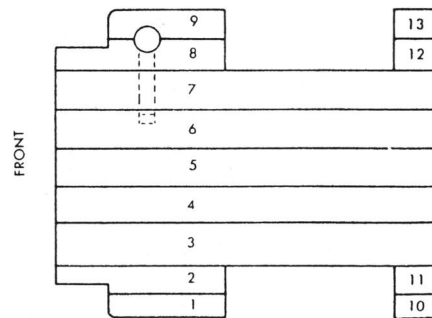
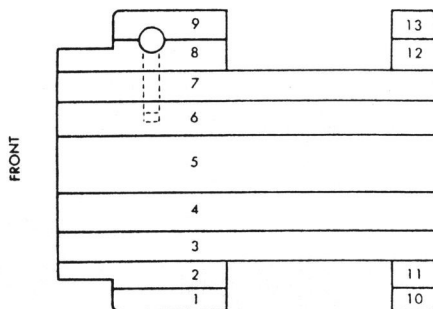
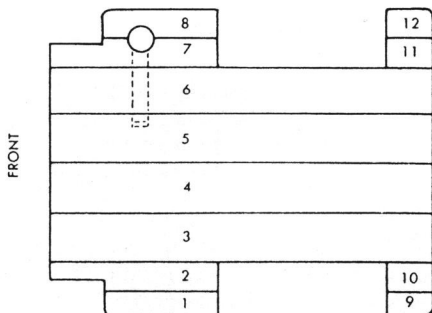
Battery auxiliary heater and gasoline reserve tank for heater on right side of engine (bomb service truck).



Winterizing-equipment engine-primer system and manifold on left side of engine (bomb service truck).



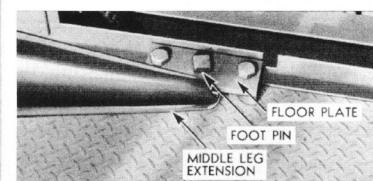
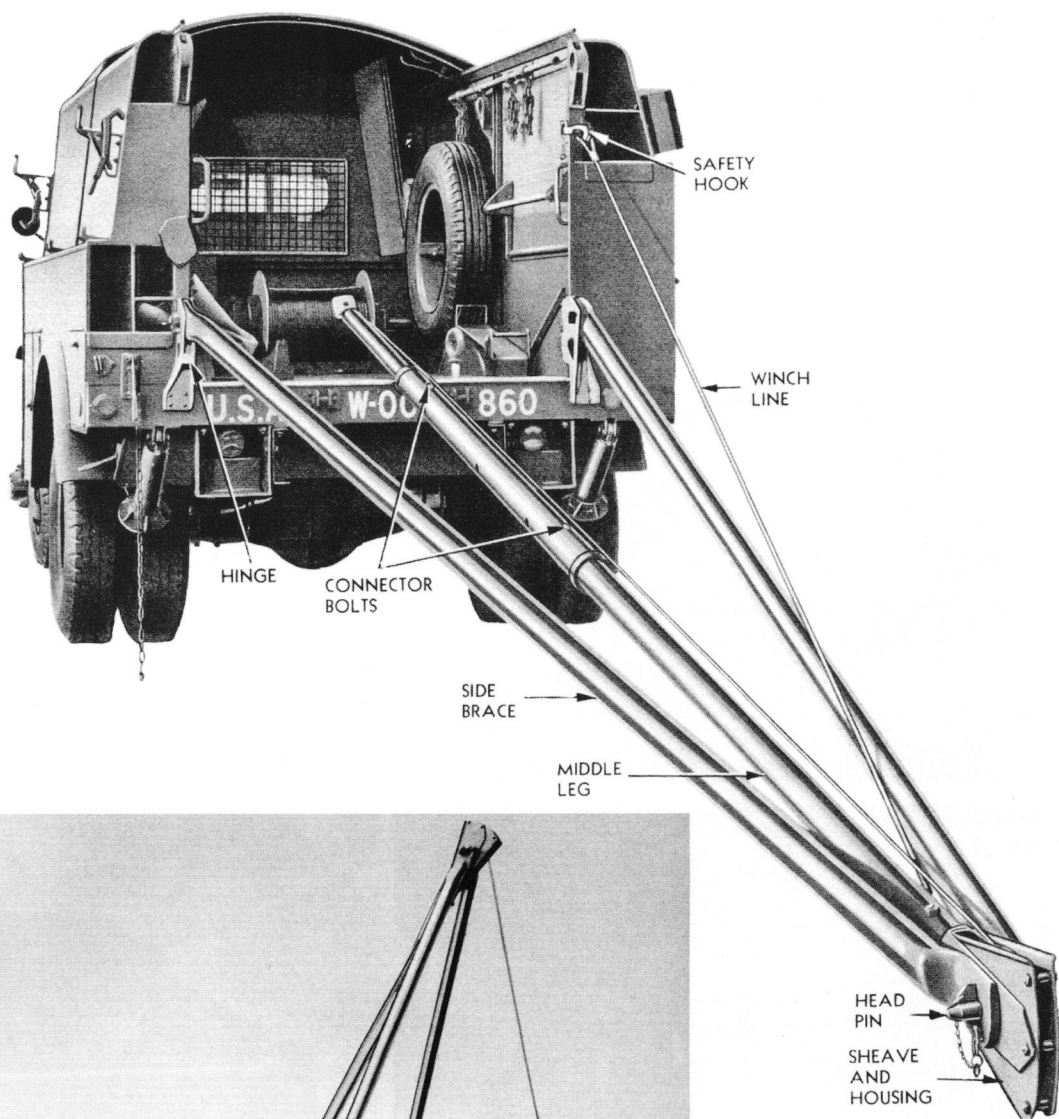
Platform floor boards, design No. 1 (bomb service truck).



Platform floor boards, designs No. 2, 3 and 4 (bomb service truck).



Chevrolet G-4112 telephone maintenance and construction truck K-43 (U.S. Army registration number W-002860) with assembled derrick prior to being raised. The front of the side braces are hooked in the hinges on the truck body. The winch line is threaded around the sheave with the winch line eye hook placed in the safety hook. When the derrick is being raised by means of the truck engine and controlled by the truck driver, the extension leg foot is guided under the floor plate and secured. The tension of the winch line is released, the winch line is disconnected from the safety hook and can be attached to the telephone pole to be erected or pulled out.



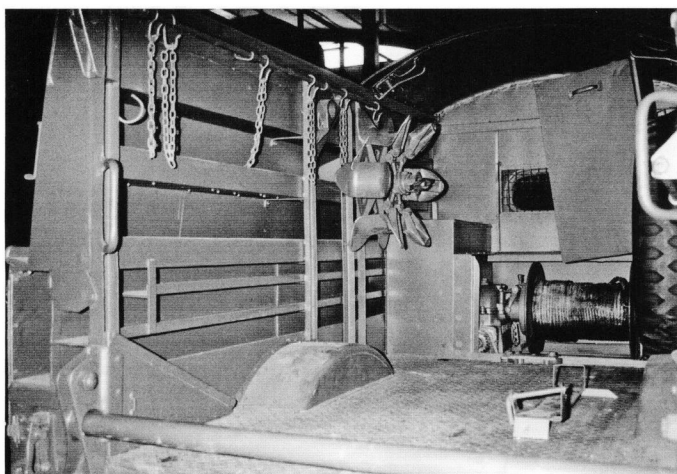
Extension leg foot of middle leg secured under floor plate. The floor plate is bolted to the floor at the rear of the winch compartment.



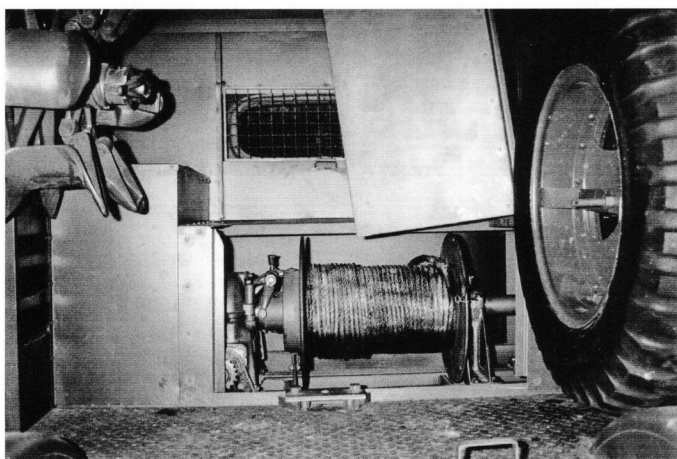
G-4112 telephone maintenance and construction truck K-43 with derrick erected as tripod. The rear supports are used to reduce the strain on the truck's rear suspension. The G-7173 telephone maintenance and construction truck K-43 would look identical except for the longer body. The body side panels of the G-7173 K-43 extend further forward but the double door is identical on both models.



G-4112 telephone maintenance and construction truck K-43 with derrick erected with middle leg on the ground. The extension leg for the middle leg is not used in this configuration, instead an "T"-beam foot is placed under the bottom end of the middle leg for proper distribution of the load.



The interior of a G-7173 truck K-43 (left side, front end and winch compartment), showing collapsible power-reel type CR and layout of stowage compartments and body platform. (MF)



Front panel with cutout for cab rear window and winch compartment with L-18 winch of a G-7173 truck K-43. (MF)

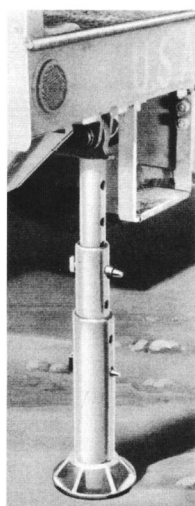


Top rear view of an equipped G-7173 telephone maintenance and construction truck K-43. Note the assortment of telephone wires and ropes. This vehicle is attached to the 9th Service Command, the stencilling ASF stands for Army Service Forces. The brace which serves to stabilize the body and is equipped with a pulley is here installed in the braces at the upper rear ends of the body side panels. The body, manufactured by the American Coach & Body Co., is a commercial design and mostly, if not completely, identical with its civilian counterpart, mounted on standard commercial 4x2 trucks.

(U.S. Army/MF)

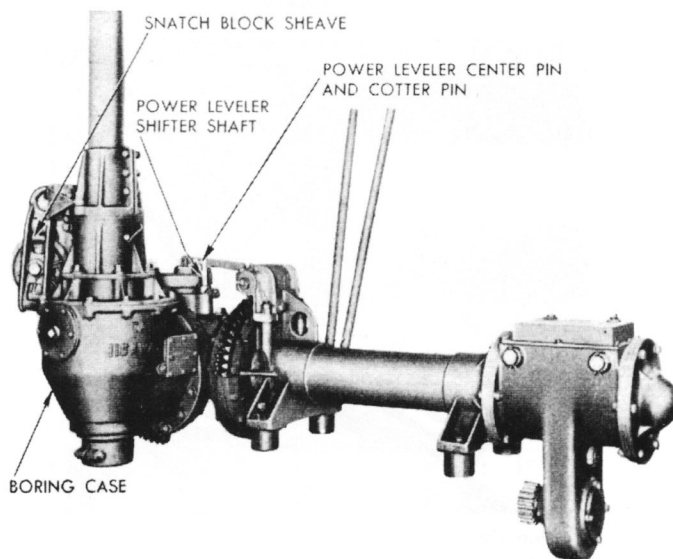
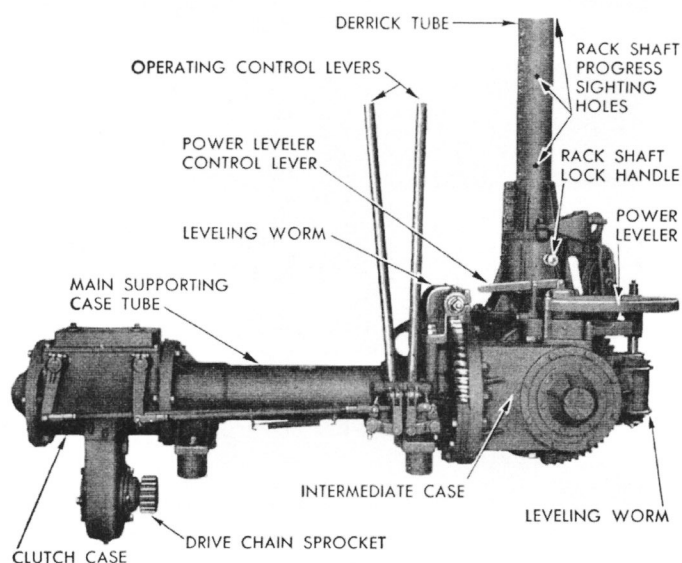
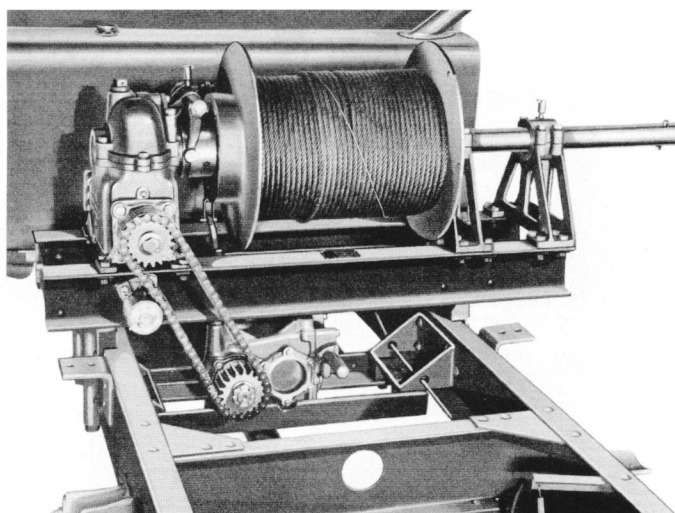


Chevrolet G-4112 telephone maintenance truck K-44 with earth borer equipment HD (U.S. Army registration number W-003041). TM 11-364 which exclusively covers this equipment distinguishes between two versions, designated truck K-44-A and truck K-44-B, truck K-44-A being equipped with earth borer type D and truck K-44-B being equipped with earth borer type HD, both with integral pole derrick. All other manuals use the general designation truck K-44. Two largely identical winches are used (type EB18RRC-86 or L18RRC-86). Apparently truck K-44-A was the initial version, as TM 10-1203 of March 1942 and all later manuals only list the earth borer equipment HD with winch L18RRC-86 (or short L-18). Body and winch were manufactured by the American Coach & Body Co. while the earth borer equipment was made by the Highway Trailer Corporation. A caboscope or derrick rear view mirror is installed in the cab roof.



Rear support in position (telephone maintenance and earth borer trucks). The rear supports are used, such as when digging in heavy clay, to take the load off the springs while boring or pole setting.

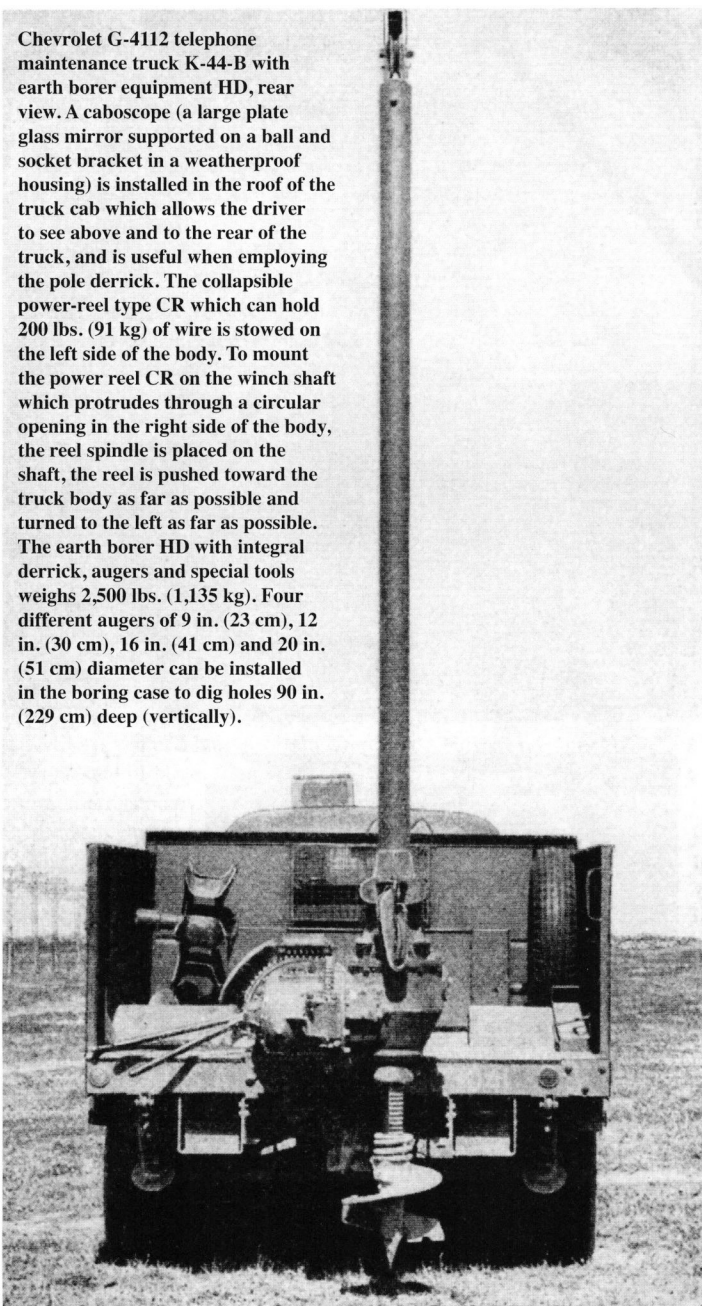
Center-mounted American Coach & Body L-18 winch installed (telephone maintenance and earth borer trucks).



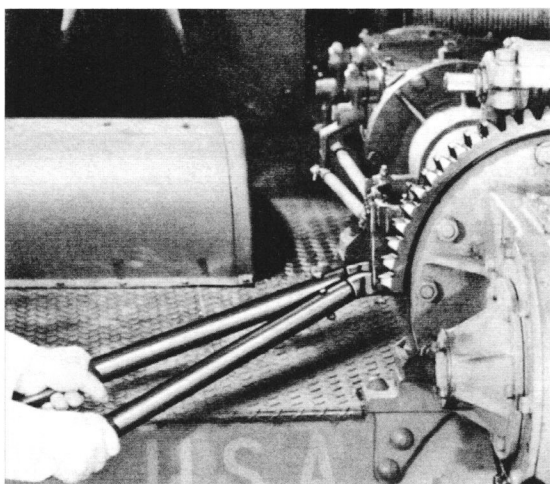
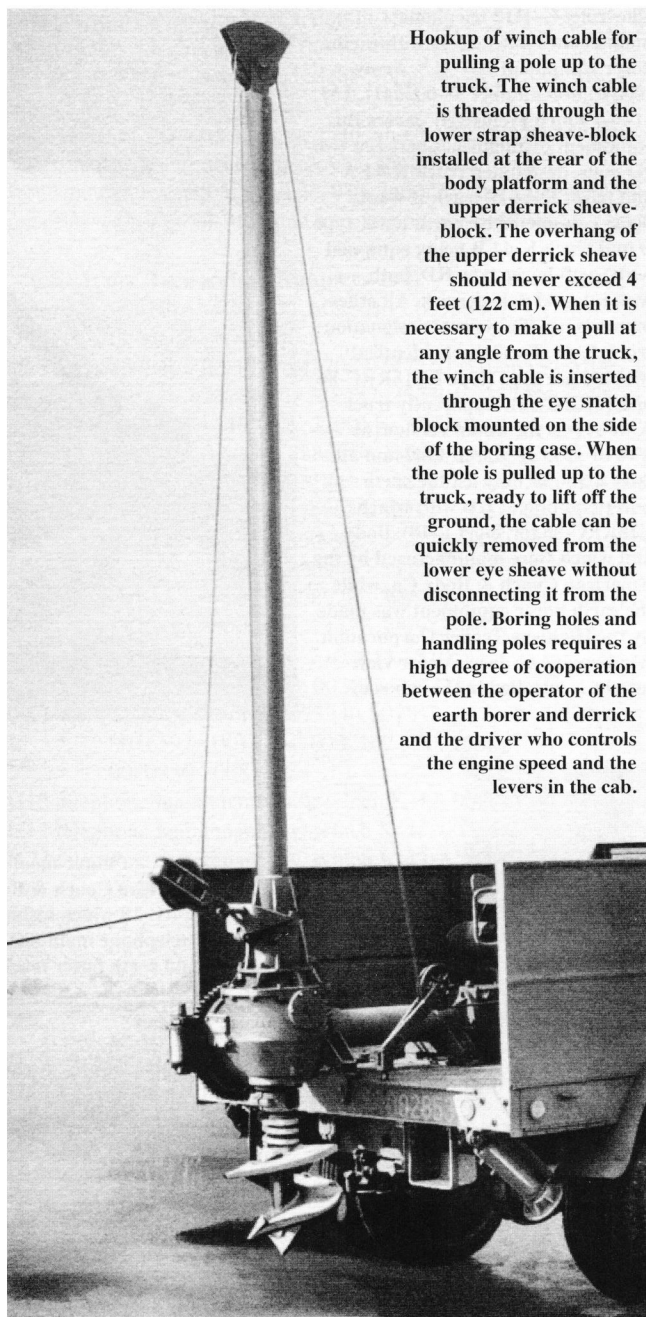
Earth borer HD, front view as seen from where the operator stands and rear view (new model). The auger is not installed in the boring case.



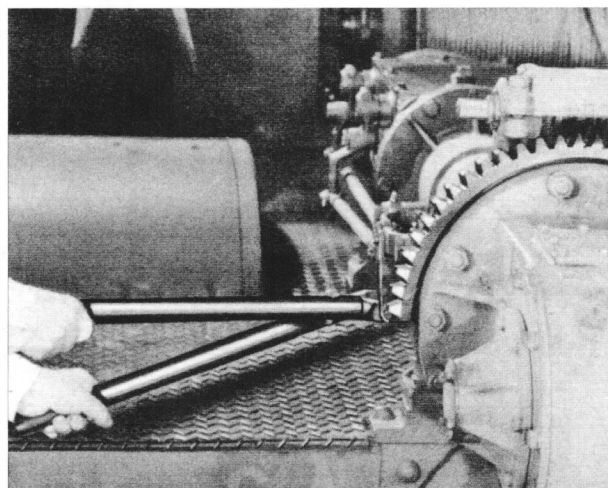
Chevrolet G-4112 telephone maintenance truck K-44-B with earth borer equipment HD, rear view. A caboscope (a large plate glass mirror supported on a ball and socket bracket in a weatherproof housing) is installed in the roof of the truck cab which allows the driver to see above and to the rear of the truck, and is useful when employing the pole derrick. The collapsible power-reel type CR which can hold 200 lbs. (91 kg) of wire is stowed on the left side of the body. To mount the power reel CR on the winch shaft which protrudes through a circular opening in the right side of the body, the reel spindle is placed on the shaft, the reel is pushed toward the truck body as far as possible and turned to the left as far as possible. The earth borer HD with integral derrick, augers and special tools weighs 2,500 lbs. (1,135 kg). Four different augers of 9 in. (23 cm), 12 in. (30 cm), 16 in. (41 cm) and 20 in. (51 cm) diameter can be installed in the boring case to dig holes 90 in. (229 cm) deep (vertically).



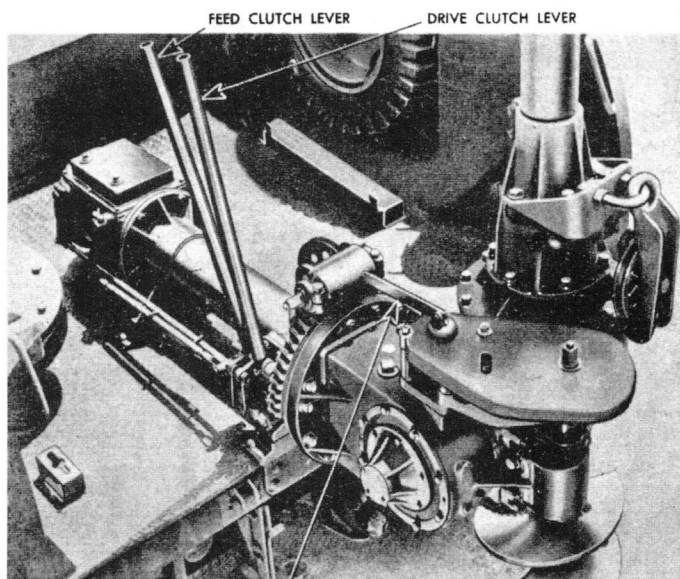
Hookup of winch cable for pulling a pole up to the truck. The winch cable is threaded through the lower strap sheave-block installed at the rear of the body platform and the upper derrick sheave-block. The overhang of the upper derrick sheave should never exceed 4 feet (122 cm). When it is necessary to make a pull at any angle from the truck, the winch cable is inserted through the eye snatch block mounted on the side of the boring case. When the pole is pulled up to the truck, ready to lift off the ground, the cable can be quickly removed from the lower eye sheave without disconnecting it from the pole. Boring holes and handling poles requires a high degree of cooperation between the operator of the earth borer and derrick and the driver who controls the engine speed and the levers in the cab.



Position of earth borer control-levers for boring (old model). In this illustration from TM 10-1203 of March 1942 the operator has to stand on the ground at the rear of the truck.

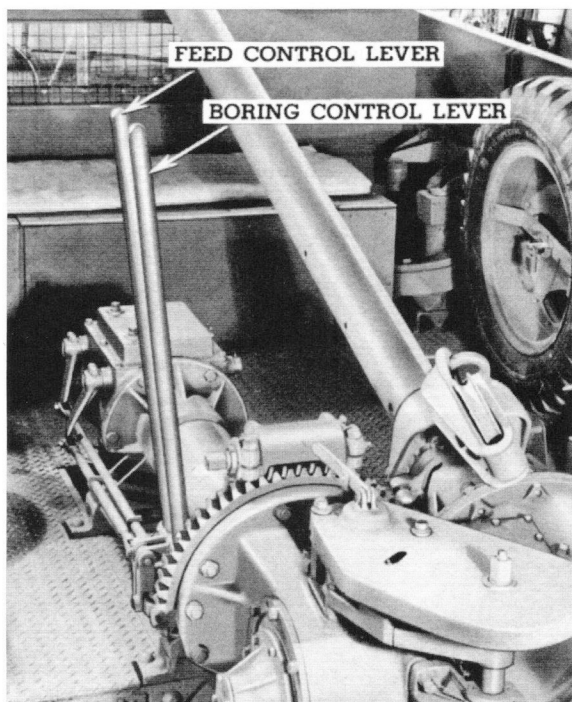


Position of earth borer control-levers to stop rotation of auger and to raise it out of hole (old model).

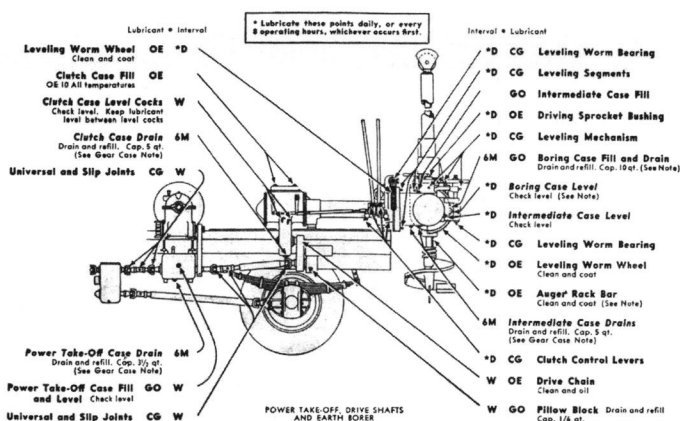


POWER LEVELER CONTROL LEVER

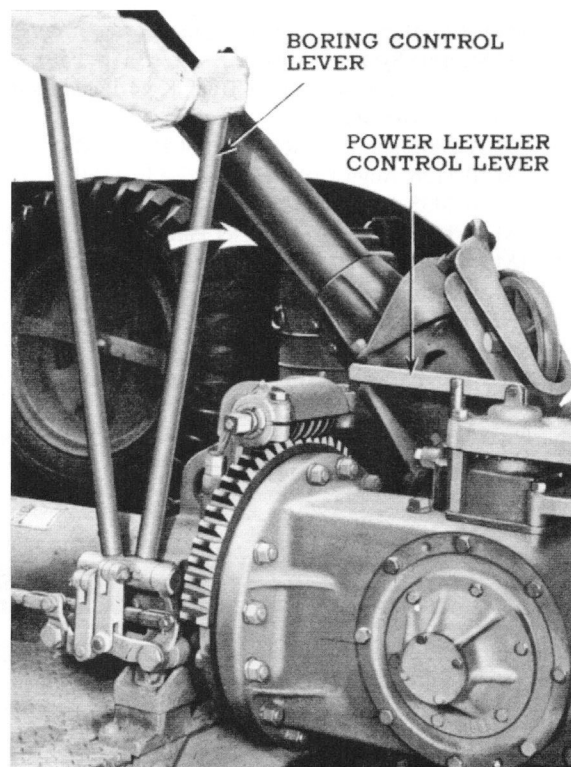
Position of operating control levers (new model). The earth borer operator can now stand on the rear of the body platform.



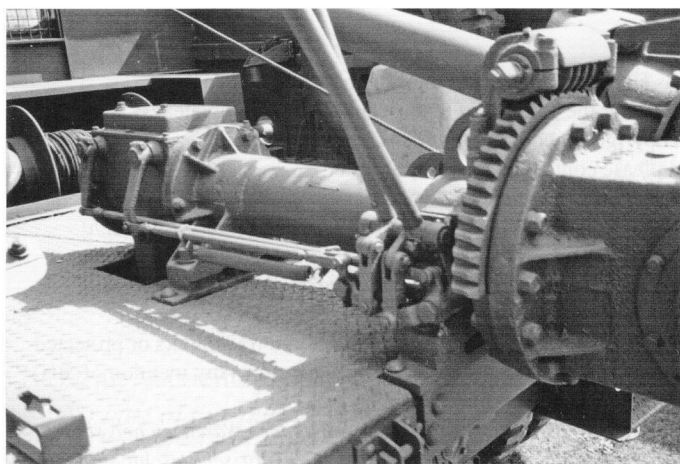
The operating control levers (new model) from a different angle. The earth borer is in traveling position with the upper end of the derrick tube resting on a metal support bracket on the top edge of the front body panel. According to Change 1 to TM 9-805 from March 1945, the Chevrolet G-4112 telephone earth borer truck K-44 is the "old model" and the Chevrolet G-7163 telephone earth borer truck K-44 is the "new model".



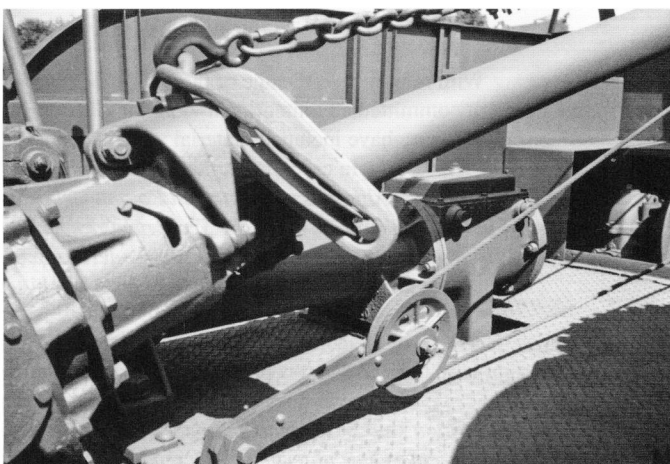
Lubrication order, showing the layout of earth borer, winch, power take-off and drive shafts (new model).



Raising earth borer into vertical position (new model).



Details on left side of earth borer (new model). (MF)



Details on right side of earth borer (new model). (MF)



References / Quellenhinweise

US Army publications:

Chevrolet 1 1/2-ton 4x4 Trucks

Maintenance Manual published by Chevrolet, 1940 (MF)
TM 10-1127, August 1941 (MF)
TM 10-1203, March 1942 (MF)
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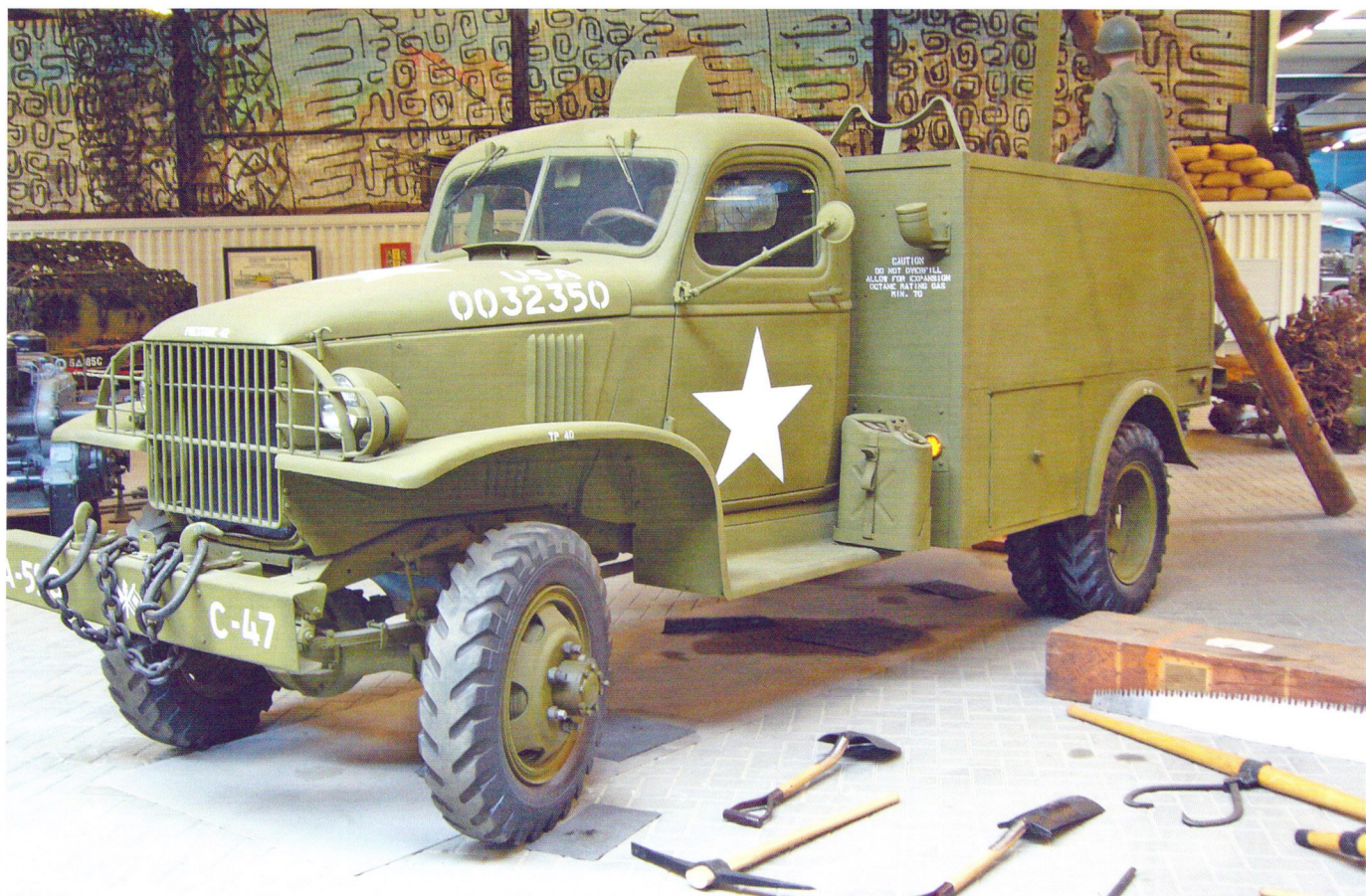
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A Chevrolet G-7163 telephone earth borer truck K-44 on display at the Oorlogsmuseum Overloon, The Netherlands. The cab is equipped with a caboscope, a rear view mirror for the driver to facilitate the setting of telephone poles. The earth borer type HD was manufactured by the Highway Trailer Corporation. (MF)



A Chevrolet G-7163 telephone earth borer truck K-44 during the D-Day celebrations in Normandy, France in 1984. The earth borer type HD with integral pole derrick is stowed in traveling position. The smallest of the four available augers which has a diameter of 9 in. (23 cm) is installed in the boring case. Chevrolet built 1,578 G-7163 telephone earth borer trucks K-44 from 1942 to 1945. (MF)

